


HISTORY OF BRISTOL
PENNSYLVANIA
— BY —
DORON GREEN

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A
History *of* Bristol Borough

IN THE
County of Bucks, State of Pennsylvania

ANCIENTLY KNOWN AS
“BUCKINGHAM”

BEING THE
Third Oldest Town and Second Chartered
Borough

IN
PENNSYLVANIA

From Its Earliest Times to the Present Year

1911

By DORON GREEN
Bristol, Pa.

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WILLIAM V. LEECH.
President Bristol Public School Board.

*This book is respectfully
dedicated to*

Mr. William U. Leech

President of the

Bristol Public School Board

*Through whose encouragement and kindly assistance
this work is published*

INTRODUCTION.

To the Public:

In presenting this work to the public, the writer hopes that its perusal by our many citizens may stimulate within the hearts of all, a greater interest in our town's development and a more earnest desire to promote its welfare. The collection of data covers a period of several years and was the outcome of an intense love for history, on the part of the writer. The collection began primarily, not with the object of publication, but simply as a scrap book of useful information. Several times it has served its purpose well. On one occasion a few months ago, the president of our local school board, Mr. William V. Leech, while examining the scrap book, was surprised at the information it contained, and suggested the expediency of publishing its contents in book form, as an up-to-date history of Bristol. The writer consented, and after arranging the events in their chronological order, and collecting additional information to make a connected story, this work is the result.

Most of the early history of the town has been taken from General Davis' History of Bucks County, and from the scrap book of the late William Kinsey. Additional information was obtained from Battles' History of Bucks County, and Bache's History of Bristol. Few of the younger generation realize what the town owes to Wm. Kinsey for the preservation of valuable data, relative to the early history of Bristol. It was his intense love of history, his unswerving devotion to the town, his splendid memory, his cultured intellect, all combined with his facile pen, that has caused him to hand down to us, his posterity, information that will prove of inestimable value as the years pass by. In many places in this work the writer has purposely mentioned Mr. Kinsey, as the fountain from which he drew his information, in order that succeeding generations may bestow proper credit where

it is due. Information has also been obtained from the columns of the Bucks County Gazette and the Weekly Courier. To Charles M. Foster, C. Wesley Milnor, Frank Woodington, Sr., Capt. Burnet Landreth, and Joseph H. Vanzant, the writer is also indebted for much valuable data.

In concluding, the writer wants to say that this book is published without thought of financial reward or profit from its publication. The compiling of the data has been a labor of love, and if a perusal of its pages will create within the hearts of our citizens a greater love for their town, and cause the horizon of the future to glow with resplendent hopes of a happy, harmonious and prosperous community, the writer will feel fully and abundantly repaid for all his labors.

Very truly,

DORON GREEN.

CONTENTS.

EPOCH I.	CONSTRUCTION PERIOD.....	Pages 11-34
	Introduction. George Fox, an early English Traveler. Algonkin Indians. The Children of the Algonkin Indians. Early Settlements on the Delaware. Primitive Farming. The Early Settlers Lived Well. The Homes of the First Settlers. The Site of Bristol. The Ferry Against Burlington. Development of Roads. The King's Highway. Social Progress. A History of Burlington Island. The Coming of William Penn. Islands in the Delaware Below Bristol. The Town Plot Staked Out. Phineas Pemberton and James Harrison. First Postal System.	
EPOCH II.	THE MARKET TOWN.....	Pages 35-57
	Introduction. Bristol Mills. Samuel Carpenter. Bristol Court House. Cutler's Draft of Town (1715).. An Old Landmark. The De Normandies. Old Records Lost. Bristol Society of Friends. St. James' Protestant Episcopal Church. St. James' Graveyard.	
EPOCH III.	BRISTOL BECOMES A BOROUGH.....	Pages 58-84
	Introduction. Election of Borough Officers. The Town Meeting. Borough Taxes. Bristol Visited by a Great Fire. Daniel Boone Born in Bristol Township. The Golden Age. House of Correction. The First Stage Wagons. Rev. George Whitefield Visits Bristol. Bristol Hotels. The Fairs. Bristol in 1748. Improved Style in Living. William McIlvaine and Alexander Graydon. Bristol College. His Majesty's Troops Visit Bristol. George the Second now Delaware House. Charles Bessonett. Market House. A Distinguished Friend. Anti-Revolutionary Houses. Repairs to Streets. Bristol Methodist Episcopal Church.	
EPOCH IV.	THE PERIOD OF THE REVOLUTION....	Pages 85-100
	Introduction. Society of Friends Against the War. Bristolians Captured at Fort	

Washington. Prisoners of War Held at Bristol. Washington Decides to Retreat. The Continental Army Enters Bucks County. General Cadwalader's Army Encamped at Bristol. Washington Plans to Attack Hessians at Trenton. The Destiny of the Country Hung by a Single Thread. The Battle of Trenton. Camp of Instruction at Bristol. Continental Army Again Enters Bucks County. Lafayette Wounded Brought to Bristol. Bristol Captured by the British. French and American Armies Pass Through Bristol. Bristol Lodge No. 25, F. A. M.

EPOCH V. BRISTOL A FASHIONABLE WATERING PLACE.....101-143

Introduction. A Famous Seed Producing Establishment. Charter Obtained From State. Ship Building Industry. History of Early Steamboating on the River Delaware above Philadelphia. An Interesting Record. First Post Office in Bucks County. The Badger Fishery. Story of a Duel. A Whiskey Story. Bloomsdale Ferry Lane. Bela Badger. The Celebrated Bath Springs' House. The First Sunday School. Bristol's Old Time People. A Queer Custom. A House With a History. Dick Shad, the Runaway Slave. The Farmers' National Bank. First Woolen Mill. Sime Ento, the Spanish Minister. Bristolians in War of 1812. Jones' Shipyard. Joseph Bonaparte, ex-King of Spain. Major Lenox and the Keene Mansion. Lafayette's Visit. A Tale of the Stage Coach Days. Rowland Stephenson.

EPOCH VI. BRISTOL A COALPORT TOWN.....Pages 144-210

History of the Canal. The Town Hall. The First Railroad. The First Public School. Board and First School House. Colored Children's Right to Attend the Public Schools Questioned by Townspeople. St. Mark's Roman Catholic Church. Presbyterian Church. Bethel A. M. E. Church. Silk Worm Industry. History of the First Baptist Church. Bristol Newspapers. Downing's Flour Mill. Pleasing Reminiscences by C. Wesley Milnor. Bristol's Forges. Landreth's Machine Shop. The Temperance War. A History of Bristol's Physicians Down to 1854. Charles Burleigh, the Abolitionist, Denied the Right of Free

Speech. Public School No. 2. Bristol Fire Company No. 1. Washington Hall. Building Associations. A New Charter Obtained For the Borough. The Bristol Gas Light Company. Bristol in 1853. Disastrous Fire, How it Was Fought. A Singular Accident. County Elections. Caleb N. Taylor, of Bristol Township, Only Delegate From Pennsylvania Who Voted for Abraham Lincoln, in the Republican National Convention of 1860.

- EPOCH VII. PERIOD OF THE CIVIL WAR.....Pages 211-238
 Lincoln Greeted by Bristolians. A Bristol Girl Unfurls First Confederate Flag. Bristol's Patriotism at Sumter's Fall. Young America Aroused. Patriotic Enthusiasm. Sword Presentation. The Montgomery Guards Inspected. Bristol's Three Military Companies. The Ladies' Aid Society of St. James' P. E. Church. Captain Henry Clay Beatty. Commissioned Officers in Civil War. Terrible Railroad Accident. Robert Tyler. A Whale in the Delaware at Bristol. Death of Dr. John Phillips. Bristol Woolen Mill Company.

- EPOCH VIII. BRISTOL A MANUFACTURING TOWN....Pages 239-323
 Introduction. Industrial Progress. Joseph Ridgway Grundy. Bud Noble, the World Renowned Horse Trainer and Jockey. Bristol Water Company. Buckley Street Mission Sunday School. America Hose, Hook and Ladder Co. No. 2. A Fruit Preserving Establishment. Reminiscences of 1875-1880. The Clark Insulated Wire Company. Washington Street School House. An Exciting Election; Ballot Box Stolen. The Providence Knitting Company. Bath Street Public School. A Republican Wigwam. Memorable Freshet and Ice Gorge. The Pennsylvania Railroad Changes its Course. Opening of the Streets. The Roller Skating Craze. A Memorable Blizzard. High School Building. St. Paul's P. E. Church. Organization of Fire Companies Nos. 3, 4 and 5. Borough Fire Department Organized. Death of Matilda Swift Booz. Miss Louise D. Baggs Elected Superintendent. Revolutionary Skeletons Unearthed, 1903. B. Franklin Gilkeson. Death of John K. Wildman. Bristol Lodge No. 980 B. P. O. Elks.

Italian Presbyterian Evangelical Mission.
 Death of Hon. William Kinsey. St.
 Ann's Italian Roman Catholic Church.
 The Grundy Medal. Jefferson Avenue
 School House. Governor Edwin S. Stuart
 Visits Bristol. Maggie Winder, a Phenom-
 enal Racing Filly. Lincoln Centennial Anniver-
 sary. Memorial Tablet Unveiled. The Penn-
 sylvania Railroad Company's New Roadbed.
 Railroad's New Concrete Bridges. Hal-
 ley's Comet. The First Airship to Pass
 Over Bristol. History of Radcliffe Street.
 Showing Increase in Population. Bristol's
 Oldest Citizen.

EPOCH IX. BRISTOL OF TODAY.....Pages 324-335

Introduction. Unsurpassed Opportunities.
 Population Cosmopolitan. Manufacturing
 District. Well Supplied With Churches.
 Public Schools. Newspapers. Hotels. Div-
 ided Into Wards. Borough Government. Re-
 pairs to Streets. Banking Institutions. Post
 Office. Extension of Streets. Anchor
 Yacht Club. Secret Societies. Social Clubs.
 Practicing Physicians. Drug Stores. Mov-
 ing Pictures. Burlington Island Park. Trol-
 ley Service. Grand Army of the Republic.
 Dawning of a New Bristol.

APPENDIX.Pages 336-370

Items from Diary of C. M. Foster. How
 Otter Street Received Its Name. The Bristol
 Library. How Radcliffe was Named. How
 St. James' P. E. Church Extended the Bound-
 aries of Its Land. More About the de Onis
 Marriage by Proxy. Description of the
 First Episcopal Church. The Beginning of
 the Public School System. A Whale in the
 Delaware. "Weston" Passes Through Bris-
 tol. Leasy's Point a Noted Place. More
 About the Willis (Buckley) House. Show-
 ing Dates of Ward Divisions. Bristol's Ol-
 dest Manufacturer. Bristol's Oldest Citizens.
 A Reference to the Vanzant Family. Earli-
 est Settlement in Bucks County. Showing
 the Origin of the African M. E. Church. Con-
 ductor William Bailey and "Bailey's Line."
 National Rivers and Harbors Committee
 Visits Bristol. More Reminiscences of By-
 Gone Days. Bristol Borough to Purchase
 Water Works. Borough Officers.

EPOCH I.

CONSTRUCTION PERIOD.

From the Earliest Times, to 1697, the Chartering
of the Market Town.

Introduction.—"Among the earliest projects of our colonial predecessors, who settled on the lands bordering upon the Delaware river, was the selection of the more desirable sites for the erection of villages. One of these, which claimed their first attention, was that upon the western bank of the Delaware, north of Neshaminy creek, then called the town of Buckingham (Bristol), in the district of country then bearing the same name (now in the County of Bucks)." * * * * *

"The beautiful and luxuriant sections of country on either side of the lovely Delaware, everywhere offered inviting inducements to the earlier settlers in selecting places and rearing their intended homesteads. Their dwellings were chiefly built of heavy forest timber, known as log cabins. At the lapse of about the first fifteen years from its civil settlement, lands in the southeastern portion of that section of country known as Buckingham (Bristol), skirting the Delaware, even before Philadelphia was designed and laid out, were eagerly taken up and settled upon, the patentees deriving their titles from Governor Andros. (See Watson's Annals, i. pp. 10, 11.) And, indeed, strong expectations had been entertained, that the city of Philadelphia would have been founded at Buckingham, or Bristol; but their cherished hopes were overruled, mainly in consequence of the river

navigation being more favorable to heavy shipping further down. There were some who even anticipated the erection of that city at Pennsbury, the favored homestead of the Proprietor; others again at Byberry, then distinctly known as a 'Friends' settlement, which, indeed, appears for a time to have been once called 'Old Philadelphia.' * * * * *

"The success of the Pennsylvania colonial enterprise, which was equal to the most sanguine hopes of its illustrious founder and law-giver; the 'unbroken chain of friendship' and confidence which was maintained, 'ever bright and untarnished,' between the colonists and the Indians, under the system of mutual concessions adopted by William Penn, operating more favorably than the unwise, if not unjust policy, of the neighboring colonies, especially that of Lord Baltimore, afforded perhaps, feelings of greater satisfaction and security from assault, on the part of settlers here. And on this account, it may be fairly surmised, it was in some measure, that lands in this immediate neighborhood, comprised within the tract then called Buckingham (Bristol), commanded their first attention. Besides, the supposition appears reasonable, that many, especially those imbued with the religious sentiments of the Friends, should have cherished an inward desire to locate themselves in a near proximity to the favorite spot chosen as the manor of their good and great patriarch and founder."—(Bache's History of Bristol.)

George Fox, an Early English Traveler.—One of the earliest English travelers down the Delaware was George Fox, the eminent Friend, in the fall of 1672, on his way from Long Island to Maryland. Starting from Middletown harbor, New Jersey, he traveled through the woods, piloted by Indians, toward the Delaware. He reached the river the evening of the 10th of September; stayed all night at the house of Peter Jegou, at Leasy Point, and the next morning crossed over to Burlington Island and then to the main land, just above Bristol. Himself and friends were taken over in Indian canoes, and the horses swam.

Algonkin Indians.—The Indian Tribes with which the whites first came in contact on the Delaware river, were radically different from those who occupied the interior, and at a later day became so conspicuous a figure in the annals of the province. They appear to have been independent tribes of the Algonkin family, living on the tributary streams of the Delaware, probably a tribe in some parts, for every ten or twenty miles. Many of the names applied to these tribes appear to have been arbitrary designations derived from the aboriginal names given to the streams on which they dwelt, and few of them are met in the records and writings of later years. Thus Smith, in his History of New Jersey, speaks of the Assumpinks, Rankokas, Mingo, Andostaka, Neshamine and Shackamaxon tribes. Those about Burlington he calls the Mantas, probably the "Roodehoeks or Mantes" of the early Dutch adventurers and the authors of the massacre which extinguished De Vries's colony in 1631. "But these and others," says Smith, "were all of them distinguished from the back Indians, who were a more warlike people, by the general name of Delawares." He notes also other tribes that had a wider reputation and occasionally "inhabited New Jersey and the first settled part of Pennsylvania," among which are the Monseys, the Pomptons, the Senecas and the Maquaas. "The last was the most numerous and powerful."

These more notable tribes represent the two great families of the Indian race which the earliest explorers found in possession of the vast region defined by the great lakes and the St. Lawrence on the north, and the Potomac and Chesapeake bay on the south. The Iroquois were the first to reach this region in the course of their traditional migration from the west, and settled in the lake district. Subsequently, the Leni Lenape, the great head of the Algonkin family, found their way hither, and fixed upon the Delaware river as their national centre. Of this nation only three branches appear to have crossed the Alleghenies, of which the Turtles and the Turkeys continued their migration to the seaboard, where they planted their villages and remained until dispossessed by the whites. The Wolf branch, better known by their

English name of the Monseys, planted itself at the "Minisinks," on the Delaware, extending the line of their villages on the east to the Hudson, and to the Susquehanna on the west. From this branch were derived the different tribes which occupy the foreground in the early annals of the pioneers.

For a time the two great families lived on terms of friendly intercourse, but hostilities eventually broke out between them, which by means fair and foul, resulted in the humbling of the Delawares, as they were named by the English. How this was accomplished is differently related by the dominant and subject people. It appears, however, that the Algonkins were at first successful and threatened the extinction of their rivals. This danger suggested the confederation of the Iroquois, a measure which these astute natives were wise enough to accomplish, and from this period their power began to increase among the Indian nations. Dates in connection with the history of the North American aborigines are of the most uncertain character, and when the complete ascendancy of the Iroquois was affected, and whether accomplished by force of arms or artifice, are still unsettled questions.

At the time of William Penn's coming to America, the Iroquois exercised almost unquestioned authority over the aboriginal occupants of the country east of the Mississippi river, and as conquerors of the different tribes, claimed the absolute ownership of this vast territory. Until the coming of the Europeans they maintained their supremacy by a policy not unlike that of the Romans. Warlike tribes were divided and kept employed in further conquests or in reducing refractory nations, while all were placed under a close surveillance and some form of tribute. But when the whites established themselves upon the continent and demonstrated their power, many of the subject tribes were quick to perceive how they might profit by their friendship. Emboldened by such alliances, some of the Algonkin tribes resisted the boundless claims of the Iroquois, and much of the bloodshed and ravages of war inflicted upon the early settlements in all parts of the country resulted from a too general

neglect of this change of attitude in the subject nations. Penn, fortunately wiser in this respect than many of his contemporaries, not only extinguished the claims of the dominant nation, but repeatedly purchased the rights of the native occupants and thus saved his colony from much of the harassing experiences which fell to the lot of less favored provinces.

Happily, Bucks county was never called upon to resist the ravages of an Indian war in her own borders. At one time, when depredations seemed imminent, through the influence of the provincial authorities, Pennsylvania became a neutral zone between the Iroquois and southern Indians, and over which the hereditary foes traveled in quest of trophies. Neither of these antagonists fully respected the neutrality of the Delawares, and thus beset on all sides, these tribes began to meditate a revenge which would have involved the savages along the whole border. The settlements could not fail to suffer in such a contest, which might eventually have been directed chiefly against them. Through the efforts of the governors of Virginia, Maryland, Pennsylvania and New York, this threatened danger was averted, and at a meeting with the Indians, a new deed was executed, which released all the lands between the Delaware and Susquehanna, and "from Duck creek to the mountains on this side of Lechay."—Battles' History of Bucks County.

The Children of the Algonkin Indians.—The children were washed in cold water as soon as born, and to harden them they were plunged into the river. They could walk at about nine months. The boys fished until about fifteen, when they began to hunt, and if they had given proof of their manhood by a large return of skins, they were allowed to marry, usually at about seventeen or eighteen. The girls remained with their mothers and helped to hoe the ground, plant corn and bear burdens. They married at about thirteen or fourteen. The homes of the Indians were made of mats or the bark of trees set upon poles not higher than a man, with grass or reeds spread on the ground to lie upon. The Indians lived chiefly on maize or Indian corn roasted in the ashes,

sometimes beaten and boiled with water, called hominy. They also ate beans and peas. The woods and the river furnished the greater part of their provisions. They ate but two meals a day, morning and evening. They mourned a whole year, but it was no other than blacking their faces.

Early Settlements on the Delaware—In 1624 the Dutch sailed up the Delaware and erected a trading post near the site of Gloucester, N. J., which they dignified by naming Fort Nassaw. The Swedish West India Company followed in 1638, with two vessels laden with Swedish colonists and supplies. They sailed up the bay and river to the mouth of a stream which they called Christina and proceeding up its course some three miles selected a site for a colony. In 1640 the English settled at Salem, N. J., but their trading post was burned by the Dutch and the people removed with no excess of gentleness. The Salem colony was subsequently driven off with the approval of the Swedes, if not with their active co-operation. Then followed a period of unrest, during which the two nations, the Dutch and Swedes, struggled for supremacy.

In 1664 the English sailed up the river, and with a superior force and little ceremony, brought the colonies under subjection. In 1673 hostilities broke out between England and Holland, and early in August, a Dutch fleet sailed into New York bay intent on conquest. New York surrendered without resistance, and on September 12, delegates from the Delaware settlements appeared in New York and made submission, and the Dutch were once more constructively in possession of their former domain in the "new world." The war closed in 1674 and the terms of peace stipulating for the return of all places captured during the hostilities, brought the colonies again in the possession of the English.

During this period of conquest, the settlements were constantly pushing northward. In 1677 the Kent, with about two hundred and thirty souls on board, arrived at Newcastle and soon afterward, landed at Raccoon creek, in New Jersey. It was this company that, a little later

in the same year, founded Burlington, the lots and streets being laid out by Richard Noble. In October the ship "Martha," with one hundred and fourteen emigrants, and in November the "Willing Mind," with sixty or seventy passengers arrived. All these were destined for the settlements east of the river and first landed there, though many subsequently removed to the other side. It was this year, which marks the advent of the first permanent settlement in the limits which now form the boundaries of Bucks county.

Primitive Farming.—As the early history of Bristol and its people, is contiguous with the settlement of the county, we may therefore learn from the customs and habits of the earliest settlers, how the founders of Bristol lived in that ancient formative period of the town's history.

For many years, while it was a question of bread for themselves and families, our Bucks county ancestors farmed in a primitive way. While the fathers and sons cleared the land and made the crops, the mothers and daughters attended to indoor work. They picked, carded and spun the wool for clothing, and swingled, hatched and spun the flax, quilted, and did many other things that fell to the lot of woman in the new country, besides frequently assisting the men in their farm work. The children of the first settlers were accustomed to hardship, and were noted for their strength and vigor. In that day there were few or no barns, the grain was stacked and threshed with the flail on the ground. Wheat was the main crop, which was carried a distance on horseback to mill through the woods along Indian paths. The horses traveled in trains, tied head and tail, like the pack mules among the Andes, with a man riding or leading the foremost mule. Wheat was the only article for market until there was a demand in Philadelphia for butter, cheese and poultry. In 1720 most of the original tracts were settled, and to some extent improved. The farms were divided into large fields, and pretty well fenced. Low and swampy ground was always cleared for meadow, but the plow was seldom used to prepare new land. But

little grass was raised for years, and then red and white clover were propagated to the exclusion of all other kinds. All their domestic animals were so badly housed and fed in winter that by spring they were almost in a starving condition. In the summer they lived in the woods, and in the spring were not infrequently lost in the bogs, hunting for early pasture. Cows were scarce and high for a number of years, selling for thirty or forty dollars a head when wheat was only thirty cents a bushel. The horses used for all purposes were of the "Wood" breed, raised from those brought originally from New England, gentle, hardy and easy keepers. The English horse introduced at a later day, was larger and more elegant in carriage.

The Early Settlers Lived Well.—The early settlers lived well in their log cabins, as soon as the era of necessity had passed. They were both well-fed and well-clothed, but not in fine garments. The women manufactured the clothing of the family from wool and flax, and milk, butter and cheese became plenty for domestic use when fodder could be procured to keep stock through the winter. Hogs were raised and fattened, and the forest furnished game. Mush and milk were an universal dish. Pancakes, made of thin batter of flour and eggs and other ingredients, baked in a pan over the fire, were in every house. The housewife, or maid, prided herself on the dexterity with which she could turn the cake, by tossing it up the wide chimney and catching it in the pan again as it came down. But little tea and coffee were drunk for the first seventy years, and they did not come into common use until between 1750 and 1760. At first they were only used by the wealthy, and that on Sunday. In their stead a tea was made of garden herbs, and a coffee of rye and wheat burned to a brown. Children went barefooted half the year, and farmers through the summer. Indian meal was first exported to the West Indies, and wheat to France, about 1767, which stimulated their production. About this period potatoes began to be raised in quantities, and were fed to both cattle and hogs. The destructive Hessian fly made its appearance

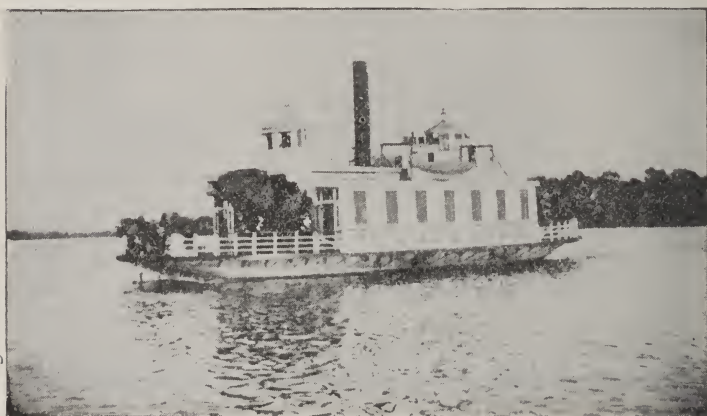
about 1780, previous to which the wheat crop was seldom, if ever, known to fail.

The Homes of the First Settlers.—The homes of the first settlers, upon the arrival of William Penn, while still plain, exhibited the mark of thrift. The Swedes still retained their log houses, with doors low and wide and chimneys placed in the corner of the structure, but here and there a planked ceiling and a glass window served to mark the improvement in taste and circumstances. The dwellings of the English were generally framed structures covered with clapboards. A part of the material was brought from the "old country" by many emigrants, but the clapboards were the product of the new land, either riven out by hand or sawed at the mills already erected in the New Jersey settlements. These were commonly put on green and subsequently shrunk, leaving openings a half inch wide. In the case of the "best people," a liberal application of clay served to keep the wind away, but added rather to the comfort than to the beauty of the building. Dutch coins and measures were still used in the common expression of values, social customs bore the same stamp of conservatism, and the mixed population, slowly progressive, viewed innovations as an infringement of their privileges.

The Site of Bristol.—In 1681 Samuel Clift, a recent emigrant to New Jersey, obtained from Sir Edmond Andros, Provincial Governor of New York, a grant for two hundred and sixty-two acres, covering the site of Bristol, and soon after became a resident here. The granting of the warrant for this tract of land, was contiguous with the date of the Proprietary Charter of Charles II, to the Founder of Pennsylvania (4th of March, 1681); and about four months prior to the conditions and agreements entered into between William Penn and the "adventurers and purchasers in the same province," July 1681). The brief recital of this grant of Governor Andros is for "a large tract of land lying on the Delaware river, at the mouth of Mill creek, and extending up said river and creek," etc., under which title the warrantee seated and improved the land. By deed

dated September 23, 1682, Samuel Clift devises this tract in fee simple to Joseph English. Clift died in 1684.

The "Ferry Against Burlington."—Shortly after Samuel Clift became a resident of Pennsylvania (1681), he established the ferry between Bristol and Burlington. Upon his death in April, 1684, his executor, William Biles, leased the ferry-house for two years to Michael Hurst. The ferry was recognized by the provincial council in 1709, upon petition of John Sotcher, who owned the



FERRY-BOAT, WILLIAM E. DORON, (1911).

landing on the Pennsylvania side. The assembly of New Jersey passed a similar act in 1714. The first mention concerning it in the town records occurs in the minutes of a meeting held May 28, 1750, when a complaint was made that the public suffered "great inconvenience, and that, therefore, some measures for regulating the said ferry and preventing those inconveniences is of absolute necessity." It appeared that the sense of the meeting "without a dissenting voice," was that the ferry was the undoubted right of the corporation, which should therefore receive possession from the tenant. The records

further state: "Patrick O'Hanlan being called in and required to hold the same as a tenant under this corporation has consented thereto and has agreed with this present town's meeting for the use thereof for one year commencing the first day of April past, at the rent of twelve pounds per annum." It would seem, from subsequent developments that this arrangement was not advantageous to Mr. O'Hanlan. It appears that in September, 1753, he was in debt for the rent of nearly two years. Ennion Williams, the borough treasurer, was directed to call upon him and compel payment, if necessary. O'Hanlan appeared before the council in person, and stated that his profits did not amount to six pounds in the past year. He was allowed an abatement; and that the business might be made more remunerative, the following schedule of rates was adopted: "Single foot passengers, six pence; two persons at the same time, four pence, and three or more, three pence each; a single horse and rider, one shilling, and any greater number, nine pence; a single ox, one shilling three pence, and any greater number, one shilling; sheep, two pence each, hogs (alive), six pence; dead, three pence; four-wheeled carriages, with two horses and one person, five shillings; two-wheeled carriages with a single horse and one person, two shillings and six pence"; and in every case the rates were increased one-half after ten o'clock at night. This code of regulations remained in force under successive lessees for many years.

[The writer asked Mr. Wm. E. Doron, the present owner, for some supplemental history, but was informed that all the old records were destroyed in a fire, which occurred a few years ago.]

Development of Roads.—The "King's Path," authorized by an order of the early court in 1675, extended across the county, and subsequently the various settlements were probably connected with it by local ways of travel. In May, 1685, a road was ordered to be laid out "from Wrightstown to the ferry-house over against Burlington," and in 1688 the grand jury called attention to the necessity of a road "from the upper plantation above the

Falls of the Delaware to the landing over against Burlington." In the winter of 1691, "the necessity of a way from Newton to Burlington ferry," was suggested, but it was not until 1693 that it was laid out. Two years later the return of a road "from the upper plantations above Falls of the Delaware to the landing over against Burlington," was made. It was projected in 1688, but the unsettled character of the country delayed its completion, and when finally laid out was indicated by marked trees. In 1696 a road was laid out from the "mill dam in Buckingham (Bristol), to the common landing by the ferry house, in a straight line." These roads were scarcely more than bridal-paths, and it was not until 1695 that the term "cartways" was used in reference to the county roads, which probably indicates the period when wheeled vehicles were introduced in the county. The location of the ferry here at that early day was a prominent consideration in determining the terminal points of the various "ways."

Thus will be seen the methods by which the roadways leading into Bristol were laid out. The ferry had much to do with the attraction of travel in this direction, in those early days, and a few years later was an important factor in the consideration of a site for the market town of Bristol.

The King's Highway.—The road from Philadelphia to Morrisville, via Bristol, was ordered to be laid out by the Provincial Council, at a meeting held in Philadelphia, November 19, 1686. It was called the King's Highway, and was the first public road laid out that ran through Bucks County. Upon the bed of this road was built the Bristol and Frankford Turnpike, incorporated in 1803. The turnpike was commenced in 1804 and finished to Bristol in 1810, and completed to Morrisville in 1812, at a cost of \$209,300. During the time the stage line from Philadelphia to New York ran over the road, it paid a ten per cent. dividend.

The mile stones placed along the road had in addition to the figures placed upon them, the letter "T," so that travelers might know how many turnpike miles they

had traveled. In General Davis' History of Bucks County, it is stated that the milestones were set up by an insurance company at a cost of thirty-three pounds. The distance by the King's Highway from Bristol to Market Street, Philadelphia, was twenty miles.

It was originally intended to run the road on a straight line through the borough from Otter Creek bridge to the Bloomsdale ferry house, situate on the river bank, now owned by the heirs of David Landreth, opposite their seed farm.

The proprietors of the "General Brown," "King of Prussia," "George the Second" and the "Cross Keys" hotels, whose public houses were located east of the proposed pike road, petitioned the borough council to appoint a committee to wait upon the directors of the road and request that a change in the line be made at the intersection of Otter and Mill Streets, so that the pike would run down Mill to Radcliffe street, thence to Hollow Creek, the hotels and principal business houses being located on these streets.

The directors agreed to make the change, providing the borough would pay them \$5,000, and build and keep in repair the culverts needed on the line through the borough. The borough council accepted the proposal and the council was charged to accommodate the owners of property on Mill and Radcliffe streets.

Within the last year the Society of Colonial Dames has undertaken the task of preserving the old mile stones, which still remain along the course of the King's Highway. The only stone in Bristol stands at the corner of Radcliffe and Walnut streets, on the property now owned by Bristol Lodge, No. 970, B. P. O. E., and will be protected and preserved by that society.

Social Progress.—There is little upon which to base any estimate of the social progress of the county at this time, and especially so of that part east of the Poquessing Creek, but there is evidence which indicates the presence of the Swedish schoolmaster even among the most advanced settlements, and a disposition on the part of the pioneers to avail themselves of his services. The com-

munity east of the Poquessing, which included the site of Bristol, was not yet able to support a place of worship in its midst. Those who preferred the established church, were obliged to resort to Wicaso, where a log fort had been fitted up as a place of worship, in 1677, for the Swedish congregation, over which the Rev. Jacob Fabrituis presided. The Falls settlement was generally composed of members of the Society of Friends. Their church business was conducted at Burlington, and they often went there to attend religious services, but they doubtless also had services in their private houses until a regular meeting was established some two years later.

A History of Burlington Island.—Many persons in passing up the River Delaware, when opposite Burlington Island, express their admiration of its beauty, and wonder that it has never been built up with handsome villas.

Perhaps a short history of the occupancy and settlement of the island in "ye olden times," may be interesting to our readers who have lived within sight of it for many years, but have never learned its history. An interesting account of the early settlement of the island by the whites, can be found in the *Pennsylvania Magazine*, Vol. 10; also in Davis' *History of Bucks County*.

The Island was in possession of the Indians previous to 1616, when we find from the history of the Delaware River, that in that year three Dutch traders started from Fort Nassau, Albany, to explore the Delaware, down which they traveled to the mouth of the Schuylkill, stopping at the islands to establish trading posts with the Indians. They were made prisoners by the Minquas, but were afterward ransomed by Captain Hendrickson, who gave in exchange for them, blankets, beads and kettles. The Indians held possession of the island until 1677, when Governor Andros, of New York, authorized Sheriff Cantwell to purchase all the land below the Falls, including the islands. The Indians refused to sell until they were paid the balance due them for lands sold at the Falls. The governor ordered an investigation to be made, when it was found that the balance due was five

guns, thirty hoes and one anchor of rum. He ordered the claim settled at once, and there was no further trouble.

These same Indians were part of the tribe that was settled near Crosswicks, among whom were many of the Delawares. They sold all their lands in New Jersey to the governor, and removed to Northern New York. Some time about the year 1823, a delegation of these Indians visited Trenton and waited on the governor. They informed him that when their fathers sold all their lands to the state, they did not include the right to gun and fish in the waters of the state, and they had come to dispose of that right. The governor inquired how much they wanted for their right and they replied \$3,000. The matter was submitted to the Legislature, and upon investigation it was found that the statement of the Indians was true. An appropriation was made and the Indians went home rejoicing. A grand old state is New Jersey!

“The Indian hunter here his shelter found;
Here cut his bow, and shaped his arrows true;
Here built his wigwam and his bark canoe;
Spear'd the salmon, leaping up the stream,
And slew the deer without the rifle ball.
Here the young squaw, her cradling tree would choose;
Sing her chant, to hush her swart pappoose;
Here stain her quills, and string her trickets rude,
And weave her warrior's wampum in the wood.
No more shall they thy welcome waters bless;
No more their forms, thy moonlit banks shall press;
No more be heard, from mountain or from grove
His whoops of slaughter, or her songs of love.
A mighty Chief, whose hundred bands
Ranged freely over these shaded lands;
But now there's scarcely left a trace,
To mind one of that friendly race.”

Davis, in his history, says: “Burlington Island, in the Delaware opposite Bristol, came early into notice. It was recognized as belonging to the West Shore from its discovery, and was included in Markham's first purchase. The Indians called it Matiniconk, after the name of their chief. It was known by that name down to the time of Penn's arrival. It is so named in Lindstrom's map, published in 1654. When the English took possession of the

Delaware, it was in the possession of one Peter Alricks, a German, and was confiscated by the English Government with all his property, when in 1668, it was again restored to Alricks by order of Governor Lovelace. During the time it was in confiscation it was taken possession of by Captain John Carre, and for a time was called Carre's Island—said to be in consideration of his brave conduct in capturing Fort Delaware. There was a frontier military and trading post established on the lower point of the island. Governor Lovelace wrote to Captain William Tom, October 6, 1671, who was in charge of affairs on the Delaware, to have the Matiniconk House put in good order, and to increase the guard, so it would make a strong defense in case of attack.

"It was on this island that Peter Alricks' two servants were murdered in 1672. It was said that the expense of burying the two Dutchmen was one hundred and six guilders, and was paid by Jonas Neilson; but the Upland Court refused to reimburse him.

"In 1678, Sir Edmund Andros, who succeeded Governor Lovelace, leased the island to Robert Stacy for seven years, and Sheriff Cantwell put him in possession. Stacy and George Hutchinson, who were interested in the lease, conveyed the island to the Town of Burlington.

"Thater and Lanker, explorers, who passed down the Delaware in 1679, in their report, say the island formerly belonged to the Dutch Governor, who made it a pleasure garden, built good houses on it, dyked and rowed and planted a large piece of meadow, from which he gathered more grain than from any other cleared land on the island.

"It was rented to the Quakers, and during their occupancy George Fox, the distinguished Quaker, with some friends visited the island. They left Middletown Harbor, N. J., having reached there on a sloop from Long Island. They traveled through the woods piloted by the Indians, and reached the Delaware at Leasy's Point, N. J., opposite the upper end of the island, stopped at the house of one Peter Jegou, and the next morning crossed over to Burlington Island, and then to the mainland, just above

Bristol. He says he and his friends were taken over in Indian canoes and the horses swam over.*

"Among the earliest acts of the Legislature of Pennsylvania was one to confirm this island to Burlington, the rents and proceeds to be applied to maintain a free school for the education of the youth in said town.

"In 1711 the Legislative Council of New Jersey passed an act authorizing Lewis Morris to take up the island for the Hon. Robert Hunter, who purchased it the same year. It was surveyed, and found to contain 400 acres. The inhabitants of Burlington brought suit against Hunter to recover possession, and he was dispossessed in 1729.

"In 1722, when Governor Burnett, of New York, occupied the island as a country seat, he had vistas cut through the woods, up and down the river and across from the creek to the river. In the olden times the people of Burlington and Bristol made it a place of resort for recreation.

"In 1830, Colonel William R. Johnson, of Petersburg, Va., the Napoleon of the Turf, visited the island with a view of purchasing it for the purpose of establishing a race course and a stud farm. Upon examination it was found the authorities of Burlington could not sell without an act of the Legislature when the project was abandoned.

"Some years after, the Lehigh Coal Company wanted to purchase the lower end for a coal depot. Some of the wealthy men of Burlington, fearing it might be a detriment to their general plans for improvement in the city, formed a syndicate, of which George W. South was at the head, obtained an act from the Legislature authorizing the authorities of Burlington to sell to them one-half of the island for \$20,000, the money to be invested for the support of the free school. It was a good thing for Burlington, but a bad investment for the syndicate, as they sold it after holding it over thirty years and laying out considerable money in improvements, for \$11,000 to a company who accidentally discovered a bed of moulding sand, said to be the very best for heavy castings that had been found in any part of the country. Judging from the number of vessels and barges seen loading there

during the boating season, we infer that the purchase turned out to be a profitable investment. There was for many years a valuable shad fishery on the west shore, which the freshet of 1841 destroyed.

"The river Delaware has had many names. The Indians called it Marisquiton, Pautuxat, Lenape, Whihituck. The Dutch called it Zyndt, or South River, Nassau, Prince Hendricks and Charles River. The Swedes named it New Swedland Stream; it was also called New River. The English named it Delaware, after Lord De La Ware.

The Coming of William Penn.—Penn landed in America in 1682. The manor of Pennsbury was laid out in 1683, on the Delaware River, in the southeastern part of Falls Township, and consisted of 8,431 acres. Penn designed this for his country seat, and spared neither pains nor expense in fitting it up; but he was destined to be disappointed in his plans, and after a short occupancy, he left it in the care of his agent, not to return to it. Three hundred acres were reserved for the grounds of the "palace," but the rest was sold from time to time in parcels varying from fifty to more than 6,000 acres. In 1703, the manor house, with its ground was settled upon the elder branch of the family, and remained in the possession of Penn's heirs until 1792, when it was sold to Robert Crozier. Bache's History, published in 1853, gives the following interesting account of Pennsbury:

"Fading remembrances of Pennsbury! Now quiet, changed and neglected; where once the forest sires of a noble race oft had met in friendly covenant, with the solemnity of worship and the joyfulness of dancing, uniting in council and in sacred compact with the white faces who have supplanted them, I cannot pass unnoticed thy almost renowned retreat.

"The old mansion-house, which was by some called 'Penn's Palace,' in those early days, was built in 1682-3, at a cost of £7,000. A large portion of the materials, especially for the ornamental parts, were sent from England by William Penn. The letters of instruction to his friends having charge of the buildings and in laying

out and improving the grounds, bespeak the deep interest he felt in having everything about his manor done in close conformity with his taste and wishes. But, alas, few and troubled were the days he was permitted there to spend. Not until after an almost compulsory absence of fifteen years in England, did he reside at Pennsbury, where he remained less than two years (1700-1), during which period he was much absent at Philadelphia and New Castle, with his Council.

"All that has escaped the decay of years and the ever shaping hand of man, to mark the original aspect of the spot, is that familiarly remembered as the 'malt house.' At Pennsbury, in 1701, on the eve of the second departure of the Proprietor, for England (a memorable departure, for he was never again enabled to return), Governor Penn, with a number of his Council, held one of the largest Indian councils that had been convened in the Province; which we find recorded as having closed with 'music, worship and dancing.' But now, how changed! And these Lenni (original) Lenape (people), where are they? We are told that the last of the 'Delawares' (as we have named them), went off from Buckingham in a body, in the year 1775.

"Forced from the land that gave them birth,
They dwindle from the face of earth."

"Yes, they have disappeared, and Pennsbury too, is almost forgotten. None have placed a monumental stone to record its name and remembrance; and while at later times our beautiful Delaware is becoming studded with its young and rising towns, none have seconded the early wished for hopes, which had marked out Pennsbury among the first.

"Tamanend, the king or chief of the Delawares, who was an Indian much beloved and confided in by William Penn, for his integrity and many virtues, was buried near a spring, south of what is now Prospect Hill School, in Buckingham Township, about four miles from Doylestown. He died in a cabin in the woods, and was buried by the kindness of a neighbor. His grave was for many years marked by a pile of stones thrown there to keep animals from disinterring the body."

Islands in the Delaware Below Bristol.—General Davis, in his history of Bucks County, claims that the rich meadows on the Delaware, below Bristol, were originally two islands, and were separated from the mainland by a narrow channel that drained a swamp that extended up the creek. The smaller of these islands was granted to Peter Alricks, a native of Groningen, Holland, who was the first known landholder in this county, but never lived here, by Governor Nicholls, in 1667; by Alricks to Samuel Borden, in 1682, and to Samuel Carpenter in 1688. The last conveyance includes both islands on the west side of the Delaware, "about southwest from Matiniconk (Burlington) Island," the largest, once known as Kipp's Island and by the Indian name of Kaomenakinckanck, was a mile long by half a mile wide; and the smaller, known as Alricks' Island, to the north of the larger, half a mile long by a quarter wide. These islands have both since been joined to the mainland by draining the swamp, and now form the valuable meadows below Bristol.

The Town Plot Staked Out.—By deed dated December 20, 1695, part of the original tract owned by Samuel Clift, and including that now embraced within the corporate limits (extending from the mouth of Mill Creek up the Delaware), and containing one-half of a survey of twenty-two acres, was conveyed to Anthony Burton and Thomas Brock, and by deed from Peter White and Elizabeth, his wife, dated January 16, 1696, the other moiety of the above twenty-two acres was granted to the said Burton and Brock.

By deed of partition, dated 4th mo., 8th, 1696, the above was divided, in severalty, between Anthony Burton and Thomas Brock.

Under this partition deed, the town plot appears to have been originally staked out into streets and building lots, by the aforementioned Burton, Brock and White, the latter of whom either retained or purchased the north-western limits, or that portion now intersected by the Delaware Division Pa. Canal. (Bache's History of Bristol.)

Phineas Pemberton and James Harrison.—Although not residents of Bristol, yet as the names of these two men appear so often in its history, it is thought that a brief biography of their lives will not be amiss. The former was a practical surveyor and being personally interested in the proposed scheme of a market town at Bristol, was very properly chosen to draft the plan and mark the dimensions of the town.

Phineas Pemberton occupied at least four offices in the county, by appointment, and for nearly a score of years was the central figure in all its local affairs. He does not appear to have possessed those brilliant gifts which make men facile princes, but he was amply endowed with those solid qualities that made him a safe counselor, and a careful, painstaking man of affairs. Whether this multiplication of honors was occasioned by a scarcity of men capable and willing to discharge these duties, or by his eminent fitness to bear these responsibilities, is not clear, but it is probable that both considerations contributed to the result. In a community where not a few of those prominent in public affairs found it necessary to "make their mark" when their signature was required, his literary attainments were considerable, and several of his productions in prose and verse give indication of a mental capacity very much superior to that of the many by whom he was surrounded. His connection with the leading families of the new community, by ties of kindred and the associations of a common persecution, also served to emphasize this prominence. Born in the same year that witnessed the separation of the Society of Friends from the world, he was early "visited with religious impressions, to which, as he rendered obedience, he became confirmed." Apprenticed in his fifteenth year to John Abraham, a Friend and grocer at Manchester, he was soon called upon to suffer the penalties of his adherence to a maligned people. In a letter to his father in 1670, he describes the humiliating treatment he received from the officers of the law in language which bears the marks of a calmness and self-restraint characteristic of the cool blood of age rather than the impetuosity of a youth of twenty.

Prominent among the persecuted sect of that day was James Harrison, a shoemaker, of Stiall-Green, in Cheshire. He was a minister, and in 1655, "traveled in the service of the gospel, in the north of England." In the same year he married Anne Heath, "who bore a daughter the seventh day of the twenty-fourth month, 1660, and called her name Phebe; and this was she," wrote Phineas Pemberton, "that fell to be mine, through the Lord's good providence." In this year Harrison, William Yardley, James Brown, and their associates, were thrown into prison at Burgas-Gate in Shrewsbury, "for their testimony." They were released in 1661, only to be again repeatedly incarcerated in various prisons. In 1668 Harrison removed from Cheshire, and made his residence somewhere in the neighborhood of Phineas Pemberton, who, in the following year, notes his first meeting with the one who was destined to be his wife. Phoebe and her mother, in passing through Manchester, stopped at his master's shop, and with childish frankness the little girl proposed to share some cherries she had with one of the clerks that stood behind the counter. Her mother suggested a less partial distribution of her favors, but the little maiden insisted in giving only to one, and was rewarded with "a paper of brown candy," by the favored youth.

Phineas was at this time unacquainted with the family, but the little girl's marked preference for him made an impression that eventually ripened into a life-long affection. On the expiration of his seven years' apprenticeship, he went to Bolton, where he obtained a shop of his own, and in 1672 set up trade on his own account. Here he met Phoebe Harrison again, when an acquaintance was formed, which was consummated in marriage on the first of January, 1676. He continued attentive to his business, though frequently interrupted and insulted by the brutal persecutions of a bigotted populace and a vindictive law. But in all these trials and difficulties he commanded the respect of his friends and neighbors by the uprightness and integrity of his conduct, and was so far publicly honored as to be made overseer of the poor for

Bolton. At length Penn's "divine experiment" was projected, and the persecuted sect very generally turned to the new world as an asylum where they might worship God in their own way, "with none to molest or make them afraid." Harrison was early interested in this movement, and became one of Penn's most trusted agents in England. It was not without some hesitation that he arrived at the decision to emigrate, and some further time elapsed before he could arrange his affairs to leave. His decision, however, had an important influence upon a considerable number of others who made their homes in Bucks County, and he may be properly called the founder of the early community settled here. On the fifth of September, 1682, he took passage in the ship "Submission," then lying at Liverpool, and accompanied by Phineas Pemberton and some fifty others of his immediate relatives, friends and their servants, came to the new province. On their arrival in Maryland, Harrison and Pemberton at once set out for Philadelphia, and from thence proceeded to the site where William Yardley had a few weeks before fixed his residence. Harrison was elected to the first assembly before his return to his family, and Pemberton was soon afterward appointed clerk of the court. From that period until disabled by a fatal illness, save an unimportant interval, the records of the county were written wholly by his hand, and in them he has left a memorial of himself that will not be lost so long as the history of the community which he helped to establish shall be read.

First Postal System.—A postal system was projected in conjunction with the early roads. In the fifth month, 1683, William Penn issued an order for the establishment of a postoffice, and granted to Henry Waldy, of "Tekoney," authority to hold it. The rates of postage were as follows. From the Falls to Philadelphia, via Bristol, three pence; to Chester, five pence; to Newcastle, seven pence, and to Maryland, nine pence; from Philadelphia to Chester, two pence; to Newcastle, four pence, and to Maryland, six pence. This post went only once a week, and the governor requested Phineas Pemberton to

carefully publish full information concerning it "on the meeting house door and other public places."

Among the duties enjoined upon Waldy was that of supplying passengers with horses from Philadelphia to Newcastle or to the Falls. It was this requirement of the post-rider that eventually caused his retirement. "Led horses" for the accommodation of travelers frequently accompanied the post, but this was found to interfere with the efficiency of the service, hence the introduction of the stage coach as soon as the condition of the roads permitted.



EPOCH II.

THE MARKET TOWN.

From 1697, the Chartering of the Market Town, to 1720,
the Development Into a Borough.

Introduction—The influx of population into this locality must have been considerable, which is sufficiently indicated by the fact that a market town was considered necessary for the comfort and convenience of the community not many years after its first settlement. At this time there were but two towns in the province. Philadelphia and Chester. The propriety and feasibility of the third being laid out were considerations of greater importance than would enter into the calculations of the founder of a prospective town at the present time. The project was brought to the notice of prominent men in the colony, and being received with favor, a petition was presented to the provincial council at a meeting of that body June 10, 1695, at the house of Phineas Pemberton, in Falls, Governor Markham, Samuel Carpenter, Joseph Growdon, Caleb Pussey and Phineas Pemberton being present. It was shown that the county had as yet no market town; that for this purpose the ferry opposite Burlington was regarded as a good location; that ways and streets had been projected there, "having regard to the division of divers men's lands," and therefore requesting the governor and council, if the proposed location should be approved, to alter or confirm the streets; grant a weekly market; the liberty of wharfing and building to a convenient distance into the river and creek; that every street terminating at the banks should be a public landing; that the buildings on the bank might be so regulated as to leave sufficient space for a street at the water's

edge; that the major part of the inhabitants might have power to appoint two or more of their number to see that these regulations were observed; and that also a proper officer be appointed to seal liquid and dry measures. The authorities thus consulted were pleased to regard this as "verie reasonable," and graciously consented to the proposed action on the part of the "inhabitants and owners of land in the County of Bucks, but more especially in the Township of Buckingham (Bristol). Phineas Pemberton was directed to prepare a draft of the town, and John White appointed "sealer" agreeably to the terms of the petition. The survey was probably made the same year (1697); and with this date the chronological record of the oldest town in Bucks County may be said to begin.

Bristol Mills.—An old institution of Bristol were the mills on Mill street, the ruins of which are now owned by J. and A. Dorrance. They were built by Samuel Carpenter in 1701. The vessels from the river sailed up to the door to load and unload their cargoes. These mills came into the possession of the Dorrance family some time after the beginning of 1800. During the ownership of John Dorrance, the father of the present owners, there were associated with him as partners, Joseph Warner, Jesse W. Knight, H. M. Wright, Henry Forst, David Jones and Ellwood Doron, each of whom, with the exception of Mr. Forst, who lived but seven months after entering into partnership, laid the foundation of his fortune there. The interest of Joseph Warner in the property was purchased by Mr. Dorrance in 1836, and in 1840, the old mill was torn down and a new one erected. At that time, and for some years after, a large trade was done in shipping kiln-dried corn meal to the southern states, and West Indies. Many a large vessel has been fully freighted from the old mill with a heavy cargo for these places, the profits for the year's shipments amounting in one instance to \$40,000. Upon the establishment of mills on the Brandywine and other available streams, this trade declined, until not a vestige of it was left, the business during the later years being mainly local. The mill was burned March 14, 1866, having a large stock of grain on

hand at that time. The loss to Messrs. Dorrance and Doron was estimated at \$30,000. A new mill, three stories high, was then built and the loss soon retrieved. At the death of Mr. Dorrance, in 1869, his two sons, John and Arthur, came into possession, and it continued in their occupancy until April, 1874, when they sold the property to Rogers Brothers, sons of Wm. B. Rogers, of Bristol Township. The entire concern, including saw mill, lumber yard, canal stables, coal sheds, blacksmith shop, one store, two dwelling houses, mill race and pond,



BRISTOL MILLS IN 1885.

were sold for \$60,000; the mill and lumber yard having a front on Mill Street of about 400 feet. The purchasers were hard-working, enterprising young men, who had been engaged for several years in the cultivation of sage upon their farm near Bristol, having succeeded so well in proper drying and grinding of the herb, as to produce a demand which taxed their ability to supply. The sage business was still superintended by two of the firm, James and William, while the other two, Robert W. and Frank, devoted their time to the milling and lumber

trade. Under their careful management the business was gradually extended, until a want of better facilities was felt, and after much examination it was decided to introduce the "Jones system of gradual reduction." The alteration to the mill and the erection of the machinery was entrusted to Joseph Cartledge, the well-known millwright of Holmesburg, Pa. After the installation of the new system, the business apparently increased and it seemed as if the firm would be rewarded for its enterprise. But in April, 1886, the town was startled by the announcement of the failure of Rogers Brothers, and the appointment of the late William H. Grundy as assignee. Mr. Grundy immediately assumed the duties of the position and in a few weeks sold the effects at public sale. The property was bought by the present owners, J. and A. Dorrance. Since the property has come into the possession of the present owners, the old saw mill and grist mill have been destroyed by fire. The office connected with the mills is at present occupied by Samuel Scott as a grocery store.

It is related that when a detachment of British cavalry from Philadelphia visited Bristol on Good Friday, 1778, during the Revolutionary War, their object being to arrest the officers of a small body of militia stationed in the borough, they threatened to burn the mills unless a certain amount of money was paid to them. Word was sent to Captain John Clark, who lived on the Fairview farm. He rode to Bristol and forbid the burning of the mills on the ground that he was a British officer and was interested in the ownership of the property. The captain of the troop asked him where his regiment was stationed. He replied: "In the West Indies." He wished to know why he was not with his regiment. Clark replied that he was on the sick list and was on furlough. The mills were not burned nor money paid for their ransom. In the meantime, word was sent to the row of galleys lying below Burlington, of the occupation of the town by the British troops. They immediately crossed the river to Bristol, but before they were landed the troops with their prisoners left town and returned to Philadelphia. Shortly after the British army left Phila-

delphia, Captain Clark resigned his commission and remained on the farm till his death. He was much respected by his neighbors and friends.

Samuel Carpenter.—Samuel Carpenter, born in Surry, England, who came to the province from the island of Barbadoes, in 1683, and afterwards became a wealthy shipping merchant of Philadelphia, was the largest landholder in Bristol Township at the close of the century. He purchased some two thousand acres contiguous to Bristol, and including the site of the borough. Among the tracts he bought were those of John Otter, Samuel Clift, Edward Bennet, and Griffith Jones, running down the Delaware nearly to the mouth of the Neshaminy, and afterward that of Thomas Holme, running back to the Middletown line, making about one thousand four hundred acres. He likewise owned two islands in the river. He probably built the Bristol mills, which stood on what was then Mill Creek, a quarter of a mile from the river, and up to whose doors small vessels came to load and unload freight. The saw mill was seventy feet long by thirty-two wide, and was able to cut about one thousand five hundred feet in twelve hours, while the flour mill had four run of stones, with an undershot wheel. We do not know at what time Mr. Carpenter built the mills, but in 1705 he speaks of them as being "newly built." They earned a clear profit of £400 a year. The mill pond then covered between two and three hundred acres. The pine timber sawed at the mill was brought from Timber Creek, New Jersey, and the oak cut from his own land near by. At that day the mills had about fifteen feet head and fall, and there was water enough to run about eight months in the year. About 1710 or 1712, Mr. Carpenter removed to Bristol, and made his summer residence on Burlington island, his dwelling standing as late as 1828. He was the richest man in the province in 1701, but lost heavily by the French and Indian War, of 1703, and in 1705 he offered to sell his Bristol property to his friend Jonathan Dickinson, of the island of Mamaica. He married Hannah Hardman, an immigrant from Wales, in 1684, and died at Philadelphia in 1714. His wife died in 1728. His

son, Samuel, married a daughter of Samuel Preston, and a grand daughter of Thomas Lloyd. Samuel Carpenter was largely interested in public affairs; was a member of the council and assembly, and treasurer of the province. He is spoken of in high terms by all his contemporaries. The Ellets, who distinguished themselves in the late civil war, were descendants of Samuel Carpenter, through the intermarriage of the youngest daughter of his son Samuel, with Charles Ellet.

Bristol Court House.—Bristol was the first seat of justice in Bucks County. In 1705 the Assembly authorized the erection of a court house. It was a two-story brick building, 24 x 34 feet, and had whipping post attached. A beam extended from the gable to be used as a gallows in case an execution was ordered. The upper room was used as a court room, and the lower one as a prison. The building stood on Cedar street, on the lot now owned by William Booz, upon which his dwelling stands. The lot extended from Cedar Street to Radcliffe. After the removal of the courts, in 1725, from Bristol to Newtown, the building and lot were sold by the county to John De Normandie, who in 1772, sold it to Phineas Buckley, Chief Burgess, for the use of the borough upon the payment of certain quit rents. The council fitted the upper story of the building for a place in which to hold their meetings. The lower room was occupied as a school room and for the holding of the elections. In 1834 the Burgess and Council sold the property to William Kinsey for \$1,000; who pulled the old building down and built the dwelling now occupied by William Booz.

A glance through ancient records, shows that at the meeting of the Borough Council, held on October 19, 1792, John Gosline, who was at that time Second Burgess, made application for the upper part of the old court house, where a "school is now kept," for a lease for the term of twelve years, which was granted. At the meeting held on May 28, 1793, he informed the council that a lease had been executed to himself, Samuel and William Rodan, Jr., for the same, "for the purpose of the Free Masons Lodge, for the term of twelve years, commencing the first day of April last past."

Cutler's Draft of Town (1715).—The original draft of the "Market Town" plot, by Phineas Pemberton, has not been preserved among the records of the town. The oldest original draft believed now to be in preservation is that of John Cutler, made July 13, 1715, which is much defaced and obliterated from frequent handling. This draft by Cutler purports to be drawn "according to Phineas Pemberton's survey, with some amendments" (evidently meaning a further extension of the town plot), "by an agreement of the inhabitants." On this draft we find the town laid out into twelve blocks, or squares, and eleven suburban parts or fractions. The names of the lot-holders, with their respective local places, as presented on Cutler's draft, are:

On west side of Mill Street, from the dock to Cedar Street, Joseph Growdon, 1; Cedar to Wood, Phineas Pemberton, 1; John White, 2; Wood to Pond, Robert Brown, 1; John Smith, 2; Thomas Musgrove, 3; John Town, 4; Samuel Carpenter, 5. (Although not upon the draft, the compiler has reliable authority in saying that Samuel Carpenter's plot extended north of Pond Street, embracing all that valuable property long known as the "Bristol Mills.")

Mill Street, east side, from Water to Radcliffe Street, Thomas Brock, 1; Radcliffe to Cedar, Thomas Brock, 1; Henry Baker, 2; Anthony Burton, 3; Cedar to Wood (and Mill to Market), Phineas Pemberton, 1; Samuel Brown, 2; Wm. Croasdale, 3; Samuel Oldale, 4; Wood to Pond (and Mill to Market), John White, 1; John Smith, 2; Thos. Musgrove, 3. Lands north of Pond, lying between Mill and Mulberry Streets, were owned by Thomas Brock, and northeast of Brock's, by John Town, Thomas Musgrove, John Smith and John White.

Market Street, west side, from Water to Radcliffe, Anthony Burton, 1; Radcliffe to Cedar, Anthony Burton, 1; Thomas Brock, 2.

Market Street, east side, from Water to Cedar, Samuel Carpenter, 1; Cedar to Wood, Phineas Pemberton, 1; Samuel Carpenter, 2; Wood to Pond (east of Market to Walnut), lands of John White and John Town.

Mulberry Street, west side, from Water to Wood, Peter

White, 1; east side of Mulberry, from Water to Radcliffe, Anthony Burton, 1; Radcliffe to Cedar, Anthony Burton, 1; Thomas Brock, 2; Cedar to Wood, Phineas Pemberton, 1; Thomas Brock, 2.

Walnut Street, west side, from Water to Radcliffe, Thomas Brock, 1; Radcliffe to Cedar, Thomas Brock, 1; Anthony Burton, 2; Cedar to Wood, Thomas Brock.

East side of Walnut (from Water Street north, 45° west to Cedar Street), lands of Robert Brown. (Bache's History.)

An Old Landmark.—At the corner of Pond and Market streets, formerly stood an old dwelling, which for years was occupied by J. Merrick Brown, ticket agent at the Bristol station. It was one of the oldest houses in the borough, having been erected prior to 1700. A few years ago the land was purchased by the Pennsylvania Railroad Company and the old building was demolished.

In the early settlement of Bristol this tract of land belonged to William Heaton, whose lands extended to Walnut Street. During his occupancy of the premises there was great excitement in the town on account of a man being found dead in the well. One of the family, in attempting to draw a bucket of water, could not succeed. In looking down the well she discovered something that looked like a large dog. She called her father, who got a grappling hook, and with the assistance of some of his neighbors drew it up, when lo and behold, it proved to be an Indian. The question arose among the citizens who had gathered around the corpse: How did he get in the well? Some thought he had been murdered for his money and thrown down the well; others ridiculed the idea of an Indian being in possession of money enough to induce any person to murder him. A jury was summoned, and upon investigation it was found that he was one of a party of Indians who the day before had crossed over from New Jersey to sell their baskets, which they were in the habit of doing two or three times a year, and on such occasions would get generally intoxicated. It was in evidence that this man was seen late on the preceding day lying on the sidewalk in front of the lot where he

was found, with two silver dollars in his hand, which gave rise to the suspicion that he had been murdered for his money, as the money was not found. The jury, finding no marks of violence on the body, rendered a verdict that he come to his death by falling down the well while intoxicated. His friends, missing him when they reached home, came back to look for him, and when made acquainted with the manner of his death, their theory was, that after sleeping off his drunk, having no more whiskey, he went to the well for a drink of water, and it being dark he had fallen in and was drowned. It was a long time before the family or neighbors would drink the water from that well, although it was considered the best in the borough.

After the death of Mr. Heaton the property came in possession of Henry Tomlinson, who married one of the family. "Uncle Henry," as he was called by the younger portion of the community, was a man of good sense, noted hospitality, and a very active mind, positive in his convictions and fond of controversy. He was a shoemaker by trade and a school teacher by profession and kept school in his shop, combining both professions, that of teaching the young idea how to shoot and of making and mending shoes. His motto was: While you educate the head, take care of the feet.

He was a member, trustee and sexton of the M. E. Church, and entertained singular ideas of heating churches. One cold winter morning, one of the members arriving at the church early and finding the doors open, the cold wind blowing in the church, said: "Brother Tomlinson, why don't you close the doors?"

His reply was: "There is a good fire in the stove. I leave the doors open so that the wind may blow the heat around the house."

Some of our old citizens will remember him as a leader of the singing in the church. Standing in front of the pulpit, by the aid of the tuning fork he would start the tunes, and with his strong bass voice would make the church ring.

He had frequent controversies with one James Johnson on matters of faith and practice. Jimmy, as he was gen-

erally called, was a sharp, shrewd Irishman, with a superabundance of mother-wit. He was also a member of the Catholic Church, a firm believer in her doctrines and usages. On one occasion their argument was on the Virgin Mary. Jimmy contended that as she was the mother of Christ she should be revered and worshipped. Uncle Henry, in reply, said that in her womanhood she was no better than his own mother. "But I perceive," said Jimmy, "there is a great difference in their sons."

He was the inventor of the dipper, which superseded the scoop-net for catching fish, for which he was recognized by the boys as "Uncle Dipper."

At his death, the property went to his daughter, Ann Eliza, who built the frame house adjoining, and married Charles Pasco, who kept a shoe store in the building now occupied by Mr. Emil Erthel. After her death the property was purchased by J. M. Brown.

The De Normandies.—The De Normandies were a princely family of France, holding feudal tenures in Champagne from the earliest times, the heads of the house being the Lords de la Motte. In 1460 Guillaume De Normandie was made royal governor of Noyon in Picardy, and founded the chapel of St. Claire in the Church of St. Martin. He married a De Roye, princess in her own right, and daughter of the lord of De Mailly D'Aisely and Montescourt. From Guillaume De Normandie descended Laurent De Normandie, the warm friend and supporter of Calvin, and the executor of his will, who fled to Geneva, and, as did his sons after him, filled some of the highest offices in that republic. From Laurent came Jean De Normandie, one of the deputies sent in 1630 to conclude a treaty of peace with the Prince of Savoy, and from Jean came Joseph, named after his uncle and godfather, the celebrated Duc De La Tremouille. These were all counsellors of state and syndies of Geneva, as was Michael, the son of Joseph. From Michael came Andre De Normandie, the confidential agent and lieutenant of Frederick the Great at Neufchatel. In his old age this Andre De Normandie,

born at Geneva in 1651, came to America in 1706, with his two sons, John Abram and John Anthony, and settled at Bristol, where he died in 1724. Of his sons, John Abram, in 1688, and John Anthony, in 1693, married Henrietta Elizabeth, and Mary, daughters of Doctor Francis Gandonet. The former died at Bristol in 1757, and the latter in 1748. The remains of father and sons repose in Saint James' Churchyard. The children of the two sons married into the families of Bard, of Burlington, and Anderson, whose whereabouts is not known. Some of the De Normandies sided with England in the Revolutionary struggle and got into trouble, while with others, Washington was on terms of warm friendship. The families were valuable citizens in the church and out of it. Some of them were physicians, and men of science and culture, and they owned considerable real estate in the county. Doctor James De Normandie, a physician with a large practice in Penn's manor, was the last of the family to leave the county, and settled in Ohio about seventy years ago. His son, James, was at one time a clergyman of the Episcopal Church at Portsmouth, New Hampshire. The father married a sister of Samuel Yardley, formerly of Doylestown. Late in life Doctor John Abram went to Geneva to claim property left him and his cousin by an old nobleman. He there met Voltaire, who was so pleased with his society that he made some preparation to return with him and lay his bones here. The doctor brought home a miniature given him by Voltaire, which is yet owned by the descendants of the family. (Davis' History of Bucks County).

Old Records Lost.—William Bache, in his History of Bristol, published in 1853, says: "It is proper to notice that nearly all the early papers and records belonging to the corporation (say from about the year 1700 to 1749), and others of more recently intervening periods), have been lost, some destroyed by rats, and others scattered abroad, a fact to be regretted by many, as it involves much of our local history in obscurity.

"Some of the earliest records of the county appear also to have suffered a like fate; and we are told by that inde-

fatigable annalist, J. F. Watson, that where the road from Philadelphia to Buckingham 'was across the Neshaminy, at Galloway's Ford, one mile from Hulmeville, through Langhorn's Park, thence by Attleborough—'

"Near that ford once stood Growdon's old fire-proof, in which were kept the records of Bucks County; and when Joseph Galloway went off with the British in 1778, the office was broken open and the records strewed about, to the use of any who might possess them.' The old fire-proof had not been entirely demolished in 1853; enough still existed to attest the fact of the attack made upon it, while its old door, perforated with bullet holes from the British musketry, was still preserved."

Bristol Society of Friends.—Nearly all the first settlers of Buckingham, now Bristol, as well as of other parts of the lower end of Bucks County, were members of the Society of Friends. Meetings for worship were established about the Falls of the Delaware, some time before the country had received the name of Pennsylvania, the members belonging to a Monthly Meeting, held at Burlington, dating from 1674. In 1683 a Monthly Meeting was established at the house of William Biles, in what is now known as The Manor, of which Friends living in Bristol and at Neshamine, now Middletown, became members. The Governor and his wife, while in Pennsylvania, were members of this Monthly Meeting, and Phineas Pemberton, whose name as clerk of the first Orphans' Court frequently appears upon our early county records, was its Recorder of Births and Deaths. The first Bucks Quarterly Meeting, composed of the original Falls Monthly Meeting and a new one set off therefrom called Neshamine, was held at the house of William Biles, on March 7, 1684.

For nearly twenty years Friends at Bristol were not allowed any regular meeting of their own, and growing weary of being thus deprived of religious privileges, they petitioned the Falls Monthly Meeting in 1704, that they might be allowed to hold a meeting sometimes among themselves, but this favor was not granted until 1707, when permission was given them to hold a meeting of

worship bi-weekly, on First Days, and once a week on week days.

In 1706, Samuel Carpenter, a wealthy Friend, offered to give Falls Monthly Meeting "a piece of ground for a meeting house and burying place, and pasture, at Bristol, and the gift having been accepted by the Meeting the same was ordered to be deeded to Joseph Kirkbride and others for the uses aforesaid. The trustees appointed by the Monthly Meeting seem to have been most unaccountably derelict in their duties, for we find, in 1710, a minute of the Monthly Meeting stating that "Bristol



FRIENDS' MEETING HOUSE.

Friends renewed an application, first made in 1706, for the building of a meeting house. The following quaint minute of the Quarterly Meeting gives evidence that the request of Bristol Friends for a meeting house was soon granted. It is as follows: At a Quarterly Meeting, held at Middletown, ye 22nd of ye 12th Month, 1710. This meeting having under its consideration the building of a meeting house at Bristol, it's concluded there be a good, substantial house built, either of brick or stone, and the Friends appointed to take the dimensions, and for the convenientest place is Joseph Kirkbride, Joshua Koupes,

John Satcher, Thatcher, Thomas Stevenson and Adam Harker, together with such Bristol Friends as they think fit, who are likewise to compute the charge as near as may be, and to appoint whom they may think fit to manage the work, and give an account of their proceeding to the next meeting." Three months later: "The Friends appointed to take care about the meeting house at Bristol report they have made some progress therein, having obtained a grant of a lot of land from Samuel Carpenter, to set the meeting house on, likewise has agreed for the dimensions, first ye carpenter work has computed the charge of ye whole, and thinks it will be about £200. The meeting appointed Joseph Kirkbride and others 'to undertake the first, and the rest of ye work belonging to it, and take care to see it well and carefully done, and with what expedition may be.' The meeting also urged Friends to make collections in their respective meetings for the new building, and appointed trustees to hold the title for the Quarterly Meeting to the ground given for the meeting place and burial ground, this being a rare instance of title to property held by other Monthly Meetings."

After seven years of delay the meeting house project was in a fair way to be accomplished, and in December, 1713, the Quarterly Meeting was informed that "the committee to settle Bristol meeting house, report they have completed the same," from which it would appear that this ancient landmark lacks but two years of being 200 years old. The bricks used in its construction were brought from England, and this doubtless added to the delay in its completion. In 1728, the building was partly taken down and rebuilt, it being in danger of falling. In 1735 or 1736, an addition was built, greatly enlarging its capacity, and in 1756 it was finished in the upper story. Previous to 1839-40, the entrance was in the Market Street end of the house, the galleries being at the east end, facing the entrance, and the aisle running lengthwise of the building, probably passing through a doorway into the addition in the rear. During the Revolutionary war the house was occupied as a hospital, as appears from the following minute of September 15, 1778: "Joseph

Church, William Bidgood, John Hutchinson and Phineas Buckley are appointed to get the meeting house cleared of the troops in the little end of the house so that it may be fit to meet in." A number of patients in this hospital are believed to have been buried in the lot now occupied by Mohican Hall, on Otter Street. In 1820 a school was kept in the upper story of the house, taught by Dr. Henry Lippincott, afterward many years in practice at Fallsington, Mary Prosser, Letitia Swain and Hannah Coleman. In 1828 a split occurred in the Society and the Orthodox Friends withdrew and built a meeting house at the corner of Wood and Walnut Streets. This building is still standing, meetings being held therein on every First Day. In 1867 another separation took place, when those who accepted the Millerite doctrines erected a meeting house at the corner of Walnut and Wilson Streets. This building was torn down about twenty-five years ago. These unfortunate divisions among the members of the Society have greatly reduced its numbers and influence.

St. James' Protestant Episcopal Church.—The St. James' Protestant Episcopal Church originated indirectly in a division among Friends, about the year 1696, when the more conservative party took the name of Keithians, from George Keith, their leader, who maintained that the "inner light" was not a sufficient guide, and that the only rule of life was the written word of God, at the same time strenuously advocating the sobriety and plainness of the sect. Keith promulgated these doctrines with such success that fifteen different meetings of the Friends were brought into full agreement with him during a stay of several years in America. Upon his return to England, Keith was again brought into contact with the Anglican Church, and the influence thus brought to bear upon his mind completed his separation from the Quakers; he was ordained to the ministry by Compton, Bishop of London, and was at once commissioned the first missionary of the "Society for the Propagation of the Gospel in Foreign Parts." There was at this time a single Episcopal clergyman in the province, Mr. Evans, of Philadelphia. His arrival preceded that of Keith on his second voyage two

or three years, during which period several hundred persons had been baptized. The presence of Keith gave a new impetus to the movement; and during his brief stay, he baptized at least two hundred persons, some of whom were from Bristol. The Rev. John Talbot was chaplain on the man-of-war in which Keith came out on his mis-



ST. JAMES' P. E. CHURCH.

sionary voyage, and became greatly interested in the plans of the society. When Keith visited this locality, he was accompanied by Talbot, who became the first rector of St. Mary's Parish, Burlington. Subsequent developments with reference to this town are thus explained by Dr. Humphreys. "New Bristol lies opposite Burlington, on the other side of the Delaware. The people there for-

sook Quakerism much about the same time the inhabitants of Burlington did. A church was soon erected there through the zeal of the people, especially through the means of two worthy gentlemen of the place, Mr. John Rowland and Mr. Anthony Burton, who were chiefly instrumental in this work. They had no missionary sent to reside among them constantly, but used to be visited by the minister of Burlington. Mr. Talbot, who was fixed at Burlington, used frequently to cross the water to them, and preach and perform all the ministerial offices. The people were sensible that the society was not able to establish missionaries in every place, and were therefore content to be assisted by the minister of Burlington, and the society has always given directions that the minister of that place should take Bristol into his care"; so that the Rev. John Talbot was the first rector in charge of this parish.

The church site and burial grounds, comprising an acre and a half, were donated by Anthony Burton. It is thought that the donor first gave the lot upon which the church was to be erected, and afterward supplemented this with the wider limits now established. The church edifice was probably commenced in 1711. The founders of the parish had but little or no exterior aid. The title-page of the old record book says of the church that it was "built by subscription of several well-disposed persons, and being finished was dedicated to the honor of St. James the Greater, the festival of that apostle being ye 25th day of July, 1712." Queen Anne favored this parish in common with many others with the gift of a solid silver communion service, which must have been given soon after the opening of the church, as the queen died in 1714.

Mr. Talbot continued his connection with the parish until 1720, when he returned to England on a mission of great interest to the church in this country. When he came to America again, three years later, it was in the capacity of bishop, the first ecclesiastical dignitary of his church in the British colonies. During the three years of his absence, the parish was supplied by Reverend Thoroughgood Moore, and upon his death in 1727, the Rev. Robert Weyman took charge. The oldest records

of the vestry begin in his incumbency, with Matthew Rue and Francis Gaudorett, church wardens; John Abram De Normandie, William Hope, John Anthony De Normandie, John Bessonett, William Gregory, William Silverstone, Evan Harris, John Underwood, Matthias Keene, John Williams, Jonathan Bourne and Thomas Worrell, vestrymen. It appears that at this time the parish owned a "Church House," bequeathed by John Rowland. Mr. Weyman received £10 yearly salary from Bristol. His successor, the Rev. William Lindsay, received £24. While he was in charge, an entry was made in the records respecting "ye hours given to ye church by Otter Atherson." This piece of property was sold for £37 10s. The Rev. Carlin Campbell, the next rector, was in charge from 1741 to 1766, a period of twenty-five years, during all of which time the local contributions to his support did not exceed ten pounds a year. His successor, Mr. Odell, presided at a vestry meeting in 1768, beyond which fact nothing more is known of him. Reverend Mr. Lewis was the rector in 1776, and, with many others of the clergy throughout the country, continued his attachment to the English government. The odium which this course incurred was transferred in great measure to the church itself. Buildings consecrated to worship were visited with all the displeasure the uniform loyalty of the clergy inspired. Bristol was no exception. The parish church was not only desecrated, but wholly dismantled. Its chancel furniture disappeared. The doors and windows were carried away, and so it remained exposed to sunshine and storm; and when an American cavalry company was stationed here for a time, this venerable house of worship was used as a stable for their horses. After the war, it remained in this half-ruinous condition for a considerable period. It was for a time used as a barn, and the graves in the unfenced burial-ground were trodden under foot of man and beast with impunity. As late as 1806, a former member of the parish gave charge that he should not be buried in that neglected ground, but miles away in Bensalem where his grave would be less open to violation.

Indeed, it seemed more difficult for the church to gain a footing when the country entered upon a period of prosperity and independence than it had been a century previous. In this parish, it seemed as if the work of three score years and ten had been utterly lost. At the organization of the diocesan convention at Philadelphia in 1785, Christopher Merrick represented St. James', Bristol, and although an effort was made to secure a rector, no minister is reported as stationed here until 1809. Services had been held for three years previously by the Rev. Henry Waddell, D. D., of Trenton, who officiated once in two weeks, the stipulated



PARISH HOUSE OF ST. JAMES' P. E. CHURCH.

compensation for which was £50, or as much as the pew money should amount to. He appears to have dissolved his connection with St. James' in 1810. Reverend James Andrews, D. D., provost of the University of Pennsylvania, was the next rector. The record book makes no mention of this fact, but journals of the early Pennsylvania conventions make it evident. The ministry of the Rev. Richard Drason Hall began in February, 1813. His stipend, including pew rents, amounted to \$500, the largest yet paid in the history

of the church. The building of a new church was agitated in view of increased attendance under the ministry, but not effected. The bounds of the parish in 1815 are indicated by the appointment in that year of John Harrison, collector for Bensalem, Joseph King and James Wright for Bristol, and George Remson for Newport. The property outside of the church and graveyard, vested in the parish, consisted in 1816, of the house bequeathed by John Rowland in 1715, and a lot of half an acre in Attleboro, of which the donor is not known. Of the pews in the church as enlarged in that year, one was free and one was set apart for persons of color. The ministry of Mr. Hall was one of great zeal and in some respects of remarkable success. The membership was largely increased and the church property greatly improved.

Mr. Jacquette succeeded him in 1822, and the Rev. Albert A. Muller, in 1823, but neither remained very long. The ministry of the next rector, the Rev. J. V. E. Thorn, was eminently evangelical, but too short to have effected much permanent good. He resigned February 27, 1828. The Rev. William H. Rue was elected and appointed rector April 7, 1828; George W. Ridgeley, in 1830; W. S. Perkins, in June, 1833; Henry B. Barton, January 1, 1855; Joseph W. Pierson, July, 1857; W. W. Spear, D. D., in 1861; John H. Drumm, D. D., February, 1863; John C. Brooks, 1876; Joseph Lee, 1878; William Leggett Kolb, 1886; William Bryce Morro, 1892; William H. Bown, 1903. Mr. Perkins thus speaks of things as they existed when he entered the parish: "The church was discouraging and unbecoming to the character of the place and the people; the yard around was nearly destitute of trees, and even the old-fashioned spire on the roof seemed to sympathize in the general depression, for it had ceased to point directly heavenward." The decaying edifice was at length repaired, but the expense thus incurred absorbed all the property of the parish. The communion plate given by Queen Anne had long since disappeared; it was followed one by one, as all the other benefactions made to the parish were sold. At length it became apparent that further repairs to the old

church building were useless. Mr. Barton began the erection of the present edifice, and it was completed by his successor, Mr. Pierson. The consecration occurred Wednesday, September 8, 1857. The Right Rev. Samuel Bowman, D. D., Assistant Bishop of the Diocese, presiding. Mr. Barton pronounced the sentence of consecration. The edifice is of the Byzantine order of architecture, built of Trenton brown-stone with bead mouldings and corbels, in dimensions one hundred by forty-five feet, with a chancel sixteen feet deep and seventeen feet wide, and a seating capacity of 500. A handsome chapel for Sunday school purposes was erected in 1877, under the auspices of the Ladies' Aid Society. Since the retirement of the Rev. W. H. Bown, in 1908, the church has been without a stationed clergyman.

NOTE.—The author in his researches, discovered that the writer of the foregoing article, obtained his data from a comprehensive history of the church written by a former clergyman, Dr. John H. Drumm, back in 1871. This history was read to the congregation by Dr. Drumm in July, 1871, and published in the "Bristol Observer" during the month of August in the same year. Should exception be taken to any of the statements made in the foregoing article, the author would suggest that permission can be obtained from Messrs. Gilkeson & James, who have in their possession the files of the "Bristol Observer," to read the copy of the original history as written by Dr. Drumm. The author has used the story from "Battle's History," because the fact of its having been written from data drawn from a history compiled by a former clergyman, seemingly vouches for its authenticity.

An Interesting Reminiscence.—Among the many pleasing reminiscences of G. M. Dorrance is the following: "After the completion of the present Episcopal Church edifice in 1857, a son of Robert Tyler, was the first child christened in the new church. The water used in the service was brought from the river Jordan in Palestine. The Tylers lived on Radcliffe street in the residence now occupied by Joseph R. Grundy, and in celebration of the christening, Mrs. Tyler gave a dinner to a number of friends."

St. James' Graveyard.—South of the present church edifice lie the remains of the De Normandies. This family held feudal tenures in the province of Champagne, France, the title of the head of the house being Lord de la Motte. In

1706, Andrew De Normandie and his two sons, John Abraham and John Anthony, came to America in the role of persecuted Huguonots. The father died in 1724, and the headstone raised over his mortal remains bears this inscription:

Andrew De Normandie,
Dyed ye 12th of Dec'er,
1724. Aged 73 years.

The sons, who in succession occupied the office of church warden, are interred on either side of their father. Near by the graves of this princely family is the resting place of Sarah Bullock, on whose gravestone is cut the family coat-of-arms, and beneath which is the following:

Here lyeth the body of Sarah Bullock,
mother of
Thos. Sugar, of the City of Philadelphia,
carpenter, who departed this life
August 16th, 1734. Aged 34 years and six months.

On the reverse side is rudely carved a skull and epitaph:

Who e'er thou art, with tender heart,
Stay, read and think of me,
As thou art now so once was I,
As I am now so shalt thou be.

This is the second oldest stone, which is fully decipherable. To the right of the Landreth lot is a plain grave which is:

Sacred to the memory of
Antonin Furcy Piquet,
Knight of the Order of St. Lewis, Capt. of the
French Navy and Consul of France for the
States of Massachusetts, New Hampshire and
Maine. Born in France in the year 1777. Died
in Bristol, August 31, 1815. Requiescat in
pace.

This gentleman carried in his body a bullet received in a duel in France. Alongside of his remains are interred those of his femme de charge.

Another notable grave is that of Captain John Clark, of the British Troops, who, prior to the Revolution, settled in Bristol. At one time the captain was Worshipful Master of the Bristol Lodge of the Masonic Order. Directly north of

the centre of the yard is the grave of Captain John Green, of the American Merchant Marine. Captain Green was the first to carry the American flag around the world and was the original importer of the Shanghai fowls.

Near Green's grave is that of John Clark, Captain of the Tenth United States Infantry, who met his death in a duel with a quartermaster of his regiment. Ludwig, the infant son of Baron Ludwig Niedesteeter, and his Baroness Hortense, is buried near the centre of the yard. Among a score of stones worthy of mention are noted a marble in memory of Elizabeth, wife of William Hewson, F. P. S., Professor of Anatomy in the University of London. A small headstone bears the name of George Gillespie, who died in 1781, and was the grandfather of the Bishop of Western Michigan. The great English actor, Thomas Cooper, after being shamefully driven from the London stage, ended his days in Bristol. He built a house on Radcliffe street and for several years served as a vestryman of this parish. At his decease he was interred in the parish graveyard. The lot is at present surrounded by an iron fence, the gate of which bears the simple inscription:

Thomas Cooper.

Not a stone's throw from the tomb of Cooper lies another representative of the English playhouses, John Henry, who in 1784, was carried away by consumption. His remains are interred in a leaden casket which is surrounded by a brick vault. To the right of the main walk is the granite shaft raised in memory of David Landreth, the father of the seed industry in America. Farther on are the graves of Brigadier General Montgomery, graduate of West Point in 1814, and of Captain H. Clay Beatty. Rowland Stephenson, member of Parliament and a London banker, is, according to the records, interred somewhere in the graveyard. (From writings by Mr. G. Morris Dorrance.)

EPOCH III.

From 1720, the Development Into a Borough, to 1775, the Beginning of the Revolutionary War.

Introduction.—So rapid was the growth and development of the market town of Bristol, that in the lapse of about twenty years (1718), the townspeople then deemed it essential to the interests of the place, that it should be erected into a borough. Whereupon, Anthony Burton, John Hall, William Watson, Joseph Bond and others, petitioned the Colonial Government therefor. (Town Records.) A “unanimous opinion” was expressed in its favor; and the petitioners were instructed to apply to their Attorney General for a suitable draft for that purpose, which they immediately did; and having obtained one which appeared satisfactory to them, it was submitted to and approved by the Colonial Board on the 10th of July, 1720. But it was not alone necessary to obtain the assent of the local government here, whose powers were exceedingly limited, but every important public measure was required to be submitted directly to the appropriation or sanction of the crown. A due return was received by the anxious expectants, with the necessary Letters Patent: bearing date of the 14th of November, 1720. Following is a brief synopsis of the corporate powers of this ancient grant.

In the preamble is set forth: “George, by the grace of God, of Great Britain, France and Ireland, Defender of the Faith, etc.,” to the petitioners—“formerly adventurers into the Province of Pennsylvania, and owners of a certain tract or site of land formerly called Buckingham, in the County of Bucks, did appropriate several of their lots, lying on the River Delaware, to build and settle upon.” “And that many

people since have been encouraged to erect buildings, lay out public streets, as also to erect a Church and Meetinghouse, and caused a Courthouse and Prison to be erected there. And we, being willing to promote trade, industry, rule, and good order, amongst all our loving subjects, have erected and by these presents do erect the said Town of Bristol into a borough." Then follow the courses and distances of the borough bounds; the names and regulation of the streets as laid out; reservation for wharves and landings; Joseph Bond and John Hall to be present Burgesses, and Thomas Clifford, High Constable; their power and duties; H. Constable to be clerk of the market; and fairs and markets established, and a general grant of franchise "unto the said Burgess, Constable, and Inhabitants, and to their successors." (Bache's History.)

Election of Borough Officers.—The charter did not definitely specify anything about the legislative body, and as the earliest records are lost, we cannot tell what was the complete organization of the government, but it was probably nearly the same as it was in 1832, when there was a common council of six, a constable, two burgesses, two assessors and a pound keeper. There was to be an annual election on a fixed day each year, when the officers were to be nominated and elected by the "freeholders, officers and housekeepers of the borough." The burgess first chosen, or having a majority of the votes in an election, was made the chief burgess or chief magistrate of the town. The other was styled the second burgess. They were empowered and authorized to be "conservators of the peace" within the borough, and without any legal proceedings could remove nuisances and encroachments out of the streets and landing places. The officers were to be fined if they refused to serve. The fine was not to exceed ten pounds for the burgess and five for the constable. Before entering upon the duties of office each officer was to take an oath as prescribed by various acts of Parliament; Friends were exempt from oaths and qualified by "taking and subscribing the attestations or engagements" especially allowed to them.

The chief burgess was obliged to go to Philadelphia within five days after the election to be qualified before the governor or such person as his excellency might appoint for the purpose. The chief burgess could then qualify the other officers, or it could be done by any two justices of the peace in the county. The chief burgess was a justice of the peace in the county as well as in the borough, as was customary in England at that time. It was the same with the chief burgess in the other boroughs of Pennsylvania, but it seems to have been objectionable and the law requiring them to be justices in the counties was repealed by legislation before many boroughs were created. The high constable of Bristol was made the clerk of the market and could have "assize of bread, wine, beer, wood and other things." It was lawful for the burgesses and constables to summon and assemble town meetings whenever they thought it advisable. At these meetings ordinances, rules and by-laws might be passed if not repugnant to the laws of Great Britain, and citizens could repeal or amend the same. Fines could also be imposed for violations of ordinances.

The Town Meeting.—The inhabitants of Bristol seem to have put a different interpretation upon the expression "town meeting" from that of other boroughs. The town meeting in Bristol was nothing but the meeting of town council, burgesses and high constable and sometimes one or two other officers, as the pound keeper. This is shown from the borough records, which for many years called all council meetings, "town meetings." Provision was made in most of the early borough charters for town meetings in the sense of popular assemblies of the people, but they were only called on special occasions when an important tax was to be laid or a charter to be amended, or some other unusual measure was to be considered. As recently as 1872, at a council meeting in Bristol, so many of the citizens were present that they resolved themselves into a town meeting to discuss the question of an amendment to the charter.

Borough Taxes.—The rate of taxes for borough purposes was fixed by the council. In 1733, the tax levied was

two pence per pound on all estates and six shillings a head for all single men. In 1745, at a time of much expense to the town, the legislature fixed the limit of taxation at three pence a pound. Borough finances were not then so important as now. It was in the days before the public schools. The wants of our forefathers were simpler than now, and the old town pump answered in place of costly waterworks. The principal items of expense were for the repair and care of the streets which were under the supervision of the burgess and council. The taxes of the town were assessed by two assessors elected by the people. After their work was done, the council and burgesses set a day for hearing appeals and then rectified any errors. The elections were not always what the citizens desired, for they were obliged to change the place of voting to a private house to avoid disturbances.

Bristol Visited By a Great Fire.—Davis' History of Bucks County, says: "What is spoken of as a 'great fire,' broke out in Bristol in 1724, but the value of the property destroyed is not known. The Friends at Abington raised money for the relief of the sufferers." Some idea of the size of the town in the early part of the century, beginning with 1700, can be gleaned from Oldmixon's memoirs, in which he tells of his visit to the town in 1708, and speaks of it as the capital of Bucks County, containing fifty houses. Its growth and development following the fire must have been slow, for we find in 1784, Bristol had but forty-five dwellings, while in 1790, Scott's Gazetteer says it contained fifty dwellings. Another authority puts down the dwellings at ninety. In either event, its growth during the fifty years, which intervened, from the time of the fire, until it began to gain prominence as a fashionable watering place, was decidedly slow.

Daniel Boone Born in Bristol Township.—Daniel Boone, the great hunter and pioneer of the west, is thought to have been born in Bristol Township. The Boones were in the county early. In 1728 we find that Squire Boone, a weaver, purchased 140 acres in New Britain Township, of Thomas Shute, of Philadelphia. Solomon "Boon" or

"Boom" lived in Bristol Township before 1743, and died between the 16th and 20th of December of that year, leaving sons Ralph, Joseph and Solomon, and daughter Elizabeth. In 1745, Solomon was a signer to a petition to the court to lay out a road from his plantation to Bristol. These Boones were probably of the lineage of Daniel. George Boone, the grandfather of Daniel, immigrated with his wife and eleven children, from Exeter, England, in 1717; settled on the banks of the Delaware, where he purchased a tract of land. His son, Squire Boone, was married to Sarah Morgan in September, 1720, and their son, Daniel, the great pioneer, was born October 28th, 1734. When about ten years of age, his father removed with his family to Berks county, near Reading, then a frontier settlement, where Daniel became an expert hunter. When sixteen or eighteen years of age the family went to North Carolina, and settled on the Yadkin. From about this time we date his great exploits as a hunter and frontiersman, and his career is too well known to need repeating here. No other Bucks Countian of the last century became so famous. He died in Missouri, September 26th, 1822. We do not think there is any doubt about Daniel Boone being a native of Bucks County, although the location of his birthplace may not be entirely accurate. At the time of his death, the newspapers of Missouri, published in the vicinity of his home, stated that he was born in Bucks County, Pennsylvania, about 1730. William Stewart, son of Charles Stewart, who lived and died in Upper Wakefield, who was brought up in that township, and accompanied Daniel Boone on his second visit to Kentucky, and was killed at the battle of Blue Licks, declared in his lifetime, that he was a schoolmate of Boone, and his descendents assert it to this day.

The Golden Age.—During the quarter of a century from 1735 to 1760, times were so prosperous that it was called the "golden age," and was decreed the happiest period since the settlement of the province. Industry, fertile fields and favorable seasons blessed the farmer's labors with large increase, but while riches sensibly increased, the people lived without any appearance of luxury. Good dwellings and

comfortable barns had been built, and comforts and conveniences were added by degrees, but dress and furniture were plain. The wooden trencher and pewter spoon were used by the most wealthy, and simplicity prevailed everywhere. For pastime men hunted and fished, while the women, who married young and raised large families of children, were principally occupied with household duties. During the "golden age," a grand religious festival, lasting three days, was held at the Wrightstown meeting-house, to give thanks for the bounties of Providence. People came to it from a long distance, and were known to travel ten or twelve miles on foot to attend it. The intercourse with Philadelphia was then limited, and the luxuries of the cities had not found their way into the country.

House of Correction.—At the first provincial assembly held at Philadelphia, in March, 1683, a house of correction was ordered for each county, 24 x 16 feet, that for Bucks being located at Bristol. The poor who received relief from the county with their families, were obliged to wear the letter P, made of red or blue cloth, with the first letter of the name of the place they inhabited, in a conspicuous place upon the shoulder of the right sleeve. In that day, it seems the unfortunate poor had no rights the authorities were bound to respect.

The workhouse (house of correction), was not erected until 1722, and was replaced by a new one in 1745. Its building was authorized by act of assembly of February 22, 1718, to be built at the expense of the county within three years, to be managed by a president, treasurer and assistants, and not more than £100 were to be raised yearly for its support. As the house was not built within the three years specified, it must have been erected under a subsequent act. By act of March 1, 1745, the common council of Bristol was authorized to erect a workhouse in the town, which is probably the one which stood on Beaver Street near Garden and for years was the home of Richard Corson. Recently (1910) the land was purchased by the Barrett Brothers for the Pennsylvania Railroad Company and the old building torn down.

The First Stage Wagons.—A line of stage wagons was established in 1732 between Amboy and Burlington by Thomas Moore and Solomon Smith. New York and Philadelphia were the objective points, and terminal connections were made with both places by sailing vessels. Bordentown was the terminal point of a rival line in 1734, and in 1751 the boats to both places were controlled by Borden, Richards, Wright and others. In 1745 John Dalley, surveyor, stated that he had just made survey of the road from Trenton to Amboy, and had set up marks at every two miles to guide the traveler. It was done by private subscription, and he proposed to do the whole road from Philadelphia to New York in the same way if a sum would be made up. The proposed improvement of the road below Trenton was not effected; hence the fact that the stage wagons went no further beyond that point than was necessary to conveniently meet the packets. Joseph Borden, Jr., in 1753, was running a "stage boat" from Philadelphia to Bordentown, from whence the journey to Amboy was continued by "stage wagon." This was claimed to be the most expeditious route in operation at that time. It does not appear that John Dalley surveyed the road between Trenton and Philadelphia; but it was much improved at various times, and those interested in the stage business began to consider whether a wagon might not compete in time with the packet between the city and Trenton. At this time there were a number of gentlemen of sporting proclivities at Philadelphia who indulged in fox hunting. They kept a famous kennel of hounds, with John Butler as keeper. He was greatly in favor with his employers; and when it became necessary to disperse the kennel because the country became so thickly settled as to interfere with their sport, they established him in business as the proprietor of a stage wagon. He at once instituted a new departure, and practically demonstrated the superior speed of his vehicle as compared with that of the packet. Leaving the "Sign of the Death of the Fox," the favorite resort of his former patrons, his route followed the west bank of the Delaware, crossed that stream at Trenton, and thence proceeded to Amboy. His journey to New York required

three days. This was the first stage route through Bristol, and Bucks County, as well.

It enjoyed a monopoly in this respect during the following ten years. An opposition line over the same route was established in 1765, in which four owners were concerned. They introduced covered Jersey wagons, and reduced the fare to two pence a mile, but did not reduce the time of the journey, which was still three days. A third line between the two cities was established in 1766 by John Barnhill. He improved the stage wagon by placing the seats on springs, and also the speed of his vehicles, which traversed the distance from Elm Street, near Vice, in Philadelphia, by way of the "Blazing Star" Ferry, to Amboy in two days. This achievement was without a precedent in the previous history of staging, and secured for his wagons the modest title of "Flying Machines." In 1773 Charles Bessonett engaged in the business, and speedily rendered his the most popular coaches on the road. He regarded the ferry over the Neshaminy a great obstacle to rapid transit, and that it might be obviated, secured from the legislature, in 1785, authority to lay out a private road between the sixteenth milestones of what is now the Frankford and Bristol Turnpike, construct a ferry or bridge over the creek, and collect tolls for the use of the same. The approaches for a floating bridge and rope ferry were constructed, but when nearly completed a violent flood destroyed the most expensive portion of the work, entailing serious loss upon the projector. The remains of the abutments are still seen about half a mile above Bridgewater. Graham Johnson was associated with Mr. Bessonett in this enterprise, and like him was a veteran stage manager.

The Rev. George Whitfield Visits Bristol.—On May 7, 1745, the Rev. George Whitefield, whose coming to America in 1739, gave a new impetus to the religious enthusiasm already prevailing, crossed the river from Burlington to Bristol, where he preached to about four hundred people, and then returned to Philadelphia. At this time Whitefield is described as "of middle stature, slender body, fair complexion, comely appearance and

extremely bashful and modest. His delivery was warm and affectionate, and his gestures natural, and the most beautiful imaginable." He had a loud and clear voice, and articulated his words so perfectly that he might be heard and understood at a great distance.

Bristol's Hotels.—The late William Kinsey in a newspaper article written in 1885, gives the following interesting account of Bristol's first hotels:

"A history of the hotels in Bristol will show that the number of licensed houses now are the same as in the



HOTEL CLOSSON.

year 1748. The old borough records show that Patrick Hanlon kept the ferry house at the foot of Mill street as early as 1730. The records at Doylestown show that the first petition for license to keep a public house in Bristol was presented by Thomas Brock, in 1705. As a recommendation he states that he has resided in the county for a number of years, and had been engaged in keeping a public house. In 1728, the records show that Henry Betz, James Moore and Evan Harris applied for

license to keep public houses in Bristol. The petitions do not give the names of the houses for which licenses were asked. In 1768 the records show that licenses were granted to the following persons to keep hotels in Bristol: Mrs. Rachel Jackson, located in Bath street, on the site now occupied by the Clossen House; Robert Reese, to keep the Rising Sun, in Mill Street, on the site now occupied by the brick dwelling owned by J. and A. Dorrance; John Dowdney, to keep the King of Prussia, corner of Mill and Pond Streets (now the Bell property); Charles Bessonett, George the Third, at the foot of Mill Street, now the Delaware House.

In 1785, Archibald McElroy built the Cross Keys and kept one of the best houses of entertainment in the borough. In 1839 it was sold by the Sheriff and bought by David Swain, who altered it into two dwelling houses now owned by Mrs. A. Weir Gilkeson and the Presbyterian Church, as a parsonage.

In 1790, the Rising Sun having been sold to the Bristol Mills for a private residence, John Baldwin petitioned the court for a license to keep a hotel on the opposite side of the street, now the Railroad House. I do not recollect the name of the hotel in its early days. In 1815 it was called the General Brown, after the distinguished Major General Brown, of the U. S. A., who was born in Bucks County, of Quaker parentage, in 1775.

In 1824 Gilbert Mitchell applied for license to keep a public house in the building torn down to make room for the Patton House (now Rommell Hotel), at the foot of Mill street. It was a failure and was closed by sheriff's sale in less than two years after it was licensed.

In 1838 Benjamin Blinn opened a temperance house in the building later occupied as the Cottage Hotel. It was short lived; like all other temperance hotels opened in Bucks County, it died for want of patronage. It was afterwards licensed and is now the Silbert House.

In 1854 Archibald Vanhorn petitioned the court for a license to keep a public house in Bath Street. There was a strong remonstrance against granting the license, but he succeeded and opened the Farmers' Hotel; in 1857 it was sold and is now occupied as a private residence.

In 1857 William Earley applied to the court for license to open a public house on the corner of Mill and Bath Streets, to be called the Exchange Hotel, now the Closson House. There was a numerously signed remonstrance against granting the license, but he succeeded in making the court believe the hotel was necessary for the accommodation of the boatmen on the canal.

Since the year 1705, there has been established and licensed by the courts ten public hotels, the oldest of which is the Delaware House, originally George the Second, opened in 1765. The Bath, kept by Mr. Minick, as a boarding house, also had license to sell liquor.

The Fairs.—The charter of the borough authorized the holding of fairs; the time fixed was two days in the month of May, and three in October. They were to be under the direction of Burgess, and were held in Market and Cedar Streets. It was a great day in Bristol when the time arrived for opening the fairs. People of all classes and from all parts of the surrounding country, came to sell their wares and others to purchase and have a frolic. Booths were erected on Cedar and Market Streets by the borough and rented to persons having goods to sell. The young men came on horse back in their shirt sleeves with their sweethearts behind them, their coats tied behind the saddle, in which was a pair of thin-soled shoes for dancing. The girls wore two pairs of stockings, the inner pair were white and the outer ones of colored yarns to protect them from getting soiled. Previous to commencing a dance, the outer ones were taken off. There were several dance houses in that day, some of which were continued for many years. Negro slaves were allowed by their masters to attend on the last day of the fair, when they came together in droves and had a grand jubilee. The dances differed in those days from the present mode of skipping over the floor. Jigs, Virginia reels, hip seesaws and the grand old dance, huggin' snug, were the most prominent. Jigs were danced by two persons to the tune of the devil's hornpipe. Good dancers could repeat the tune with their feet. Huggin' snug was a dance in which eight persons were engaged, equally

divided between male and female. They arranged themselves on the floor in a square, and danced to each other to the tune of "The Girl I Left Behind Me." When the fiddler would call out reel, they would clasp each other around the waist and go round in a circle at great speed, three or four times, then again form the square and dance on. This was an affectionate dance, very popular with the old and young.

In the course of time the fairs became very unpopular. the lawlessness and crime engendered at these popular gatherings at last became so great, that on the 10th of November, 1773, the burgess and council resolved that the fair was useless on account of the large number of stores, and that the "debauchery, idleness and drunkenness consequent on the meeting of the lowest class of people together is a real evil, and calls for redress." They had no authority, however, to abolish them, as they were granted in the charter, so the legislature was applied to, and the relief asked for was given in 1796.

Bristol in 1748.—In the fall of 1748, Professor Peter Kalm, a distinguished foreigner from Sweden, traveled through the lower part of Bucks County, enroute from Philadelphia to New York. He crossed the Neshaminy by ferrying, paying three pence for each person and his horse, and continuing up the river, he says: "About noon we came to (New) Bristol, a small town in Pennsylvania, on the bank of the Delaware, about fifteen English miles from Philadelphia. Most of the houses are built of stone, and stand asunder. The inhabitants carry on a small trade, though most of them get their goods from Philadelphia. On the opposite side of the river, almost directly opposite Bristol, lies the town of Burlington."

Improved Style in Living.—The war between France and England, in 1754, changed the situation of things in several respects. A more plentiful supply of money stimulated trade and improvements, and raised prices. Wheat went up to a dollar a bushel. Taxes were raised to pay off the war debt, but the burden was not felt, because of the increased ability to pay. The importation of foreign goods was largely increased, and many luxuries

were brought into the country, among which were calicoes and other expensive articles for women and men's wear. Fashion now intruded itself among the rural population, to change with each year, and household furniture was increased in quantity and improved in quality. With this improved style in living and taste in dress, was introduced the distinction between rich and poor, which grew up almost insensibly, and was maintained with considerable rigor in colonial times. Those who had the means now bought foreign goods, and homespun was discarded. Habits of luxury were thus introduced, and the simple, but virtuous society of our ancestors split upon the rock of fashion. Bristol was at this time a thriving market town, and being the port of entry for foreign goods, for all the surrounding country, was susceptible to this new condition in society.

William McIlvane and Alexander Graydon.—The ancient records show that in 1752, a conveyance was made by William Whittaker and wife, to Alexander Graydon and William McIlvane, for a tract of 1,000 acres of land, which embraced all of the eastern section of the borough, having a frontage of 217 perches on the river. A part of the tract which is now covered by the mills, was meadow land and considered in those days the most valuable part of the farm. It was the opinion of farmers that grass could not be grown on upland, and it, therefore, was necessary to have a portion of meadow to raise grass to feed the cattle in summer and winter. Clover and timothy seed were not introduced into the country until a later date.

The McIlvanes were among the earliest settlers in Bristol, and was a family of wealth and influence. William McIlvane practiced medicine in Bristol before he removed to Philadelphia. His father sent him to Edinburgh, Scotland, to complete his education in the science of medicine. He returned to Bristol and was distinguished for his talents, integrity and zeal. The old tax records show that he was assessed for sixty ounces of silver ware, being the owner of more than one-half the silver owned by all the other inhabitants.

Alexander Graydon was a prominent citizen and related to the McIlvanes by marriage. He wrote the history of Bristol, in 1756, in which he says:

"The great road leading from Philadelphia to New York, skirting the inlet at the head of which stands the mills, and thence turning short to the left along the Delaware, formed the principal street, called Mill Street, 120 perches long and three perches wide. This was the only street marked by a continuity of buildings. A few other streets were opened from the main one, on which here and there stood an humble dwelling."

He says at a corner of one of these streets stood a Quaker meeting house, and at a remote spot a small Episcopal Church, "whole lonely graveyard with its surrounding woody scenery, might have furnished an appropriate theme for such a muse as Gray's. These, together with an old brick jail, constitute all the public edifices of this, my native town."

Captain Graydon, the author of this early sketch of Bristol, was the son of an Irishman who came to this country about 1730. His mother, the daughter of a Barbadoes merchant, was a native of Frankfort-on-the-Main, and he was born in Bristol the 10th of April, 1732. At his father's death his mother removed to Philadelphia and opened a boarding house, the resort of the leading colonial worthies of the day. When the Revolution broke out, young Graydon espoused the cause of the colonies, and was appointed a captain in Colonel John Shee's Pennsylvania Regiment, in January, 1776. He recruited for his company at Attleborough, Newtown and Newhope. He was made prisoner at Fort Washington, and exchanged at the end of two years, but did not re-enter the military service. After the war, he was appointed Prothonotary of Dauphin County, and died there. He was a gentleman of culture and ability, and maintained a good position in society. At the time of which Captain Graydon wrote, all the inhabitants of Bristol were Friends, with the exception of the De Normandies and two or three other families.

In writing about this tract of land, owned by McIlvaine and Graydon, the late William Kinsey gave the following

interesting reminiscence. "My mind reverts back to my boyhood days, when a part of this tract lying on the river front, between Walter Laing's residence and Hollow Creek, was covered with heavy pine timber, in the midst of which stood a small house occupied by a half-blood Indian, who went by the name of Sambo, and his wife, who professed to be a conjuror and fortune teller. Many were the lads and lassies who went there to have their fortunes told. Aunt Judy, as she was called, was a mulatto, and straight as an arrow, thin lips and piercing black eyes. She professed to point out to any one who would pay her a small charge, what their fortune would be, for weal or woe, by the use of a pack of cards. She would shuffle the cards and request you to cut them. If the first card she turned up happened to be a Queen, then you would be sure to marry a woman of wealth and beauty. If it should be a King, then the girl would marry a man of wealth and influence and she would be a great lady. The Seven of Clubs for men and the Ten of Hearts for women, were lucky cards. Diamonds were sure to indicate early and happy marriages. If it happened to be spades, then your life would be one of sorrow and disappointment. Happily those days of superstition and necromancy have passed away."

Bristol College.—On the banks of the Delaware, three miles below Bristol, stands what is known as Bristol College. About 1778, the farm belonged to one Benger, an Irish sporting gentleman, who imported the famous horse Messenger, which he purchased of a brother of the Duke of York. It was then called Benger's Mount. He sold it to Andreas Evarandus Van Braam Honchgust, the governor of an East India island, who retired to this country on the island being taken by the British. He erected an elegant mansion and called it China Retreat. The marble used in the construction of this building was brought up the river by Samuel Hibbs, of Bensalem, in a shallop. In 1798 he sold the property, containing 361 acres and thirty perches, to Captain Walter Sims, for £10,706, whose father-in-law, Captain John Green, who lived on the Roberts' farm, near Newportville, was the first

American sea captain who carried our flag to China. He made the round trip in about a year, passing through the straits of Sunda. He was also the first to import a full set of chinaware direct from China into the United States about 1772, and to import Shanghai chickens, from a cross with which comes our celebrated Bucks County chickens. Captain Green died in 1797, and was buried in Saint James' Churchyard, Bristol. China retreat was turned into a seat of learning in 1833, and organized as Bristol College, with the Rev. Chauncey Colton, D. D., president, and under the patronage of the Episcopal Church. Additional buildings were erected, and at one time as many as eighty or one hundred students were in attendance. It ran its course in a few years, and was succeeded by a classical school. In 1842 the late Captain Alden Partridge, one of the earliest superintendents at West Point, opened a military school in the China Retreat Building, which was kept up for about three years. During the late civil war the buildings were occupied as a military hospital, and later were used for a state school for the education of colored soldiers' orphans. Subsequently the land was used as a picnic grounds and known as College Park. Today the property is occupied as a private residence.

His Majesty's Troops Visit Bristol.—Bristol, lying on the great highway, was frequently before the Revolution, visited by bodies of troops. The old records say, that in 1757, two hundred troops of His Majesty, King George, were billeted on the inhabitants. The bill for their expenses was presented to the county commissioners for payment. They refused to pay and the borough had to meet the expense.

George the Second—Now Delaware House.—In 1765, Charles Bessonett built the George the Second Hotel, now the Delaware House, on the site of the Ferry House, and was kept by him for many years. After his death his son John succeeded him, of whom it is said he was never known to drink a glass of liquor. This was a famous house in its early days. It had the reputation of being

one of the best hotels between Philadelphia and New York. In the summer season it would be taxed to its utmost capacity to accommodate the people who came to Bristol from all parts of the country for the benefit of the Bath spring waters.



DELAWARE HOUSE.

During the Revolutionary War, a company of Yankee troops arrived in Bristol and encamped in the wood on the farm owned by James Rogers. It was afterwards called the Yankee woods. The next day they marched into town; when they came to the King of Prussia at the corner of Mill and Pond streets, they gave three cheers. The landlord called them in and treated, being pleased with the compliment. They marched down the street to Bessonett's Hotel, an seeing the sign of King George the Second, they commenced to fire at it, and did not stop until it fell out of its frame. After the war Mr. Bessonett erected a new sign representing a fountain. It was much admired in its day. This is the oldest public house in Bristol.

Charles Bessonett.—Mr. Bessonett came from France and settled in Bristol as early as 1730. He was a brick

layer by trade and built many houses in Bristol, making his bricks on the lot now occupied by the Leedom mills. He built the George the Second Hotel, now the Delaware House, in 1765, and in 1773 started a stage coach line between Philadelphia and New York. In his advertisement to the public he says: "Unparalleled speed. From Philadelphia to New York in two days, fare \$4.00. Comfort and safety assured." The return of the assessors for the year 1785, show that he was assessed for one building, sixteen horses, two cattle, one bound servant, three negro slaves, two stage wagons, one ferry and his occupation, upon which he paid a tax of £3 1 shilling, being the largest tax payer in the borough. His three slaves were valued at £100. At the time of his death he left five children, John, James, Charles, Daniel and Mary, with a large and valuable real estate, not a foot of which is now in possession of any of his descendants.

Market House.—The building of a market house was broached at the town meeting held in September, 1753. A year later it was unanimously agreed that a market house for the use of the borough should be erected in the middle of Mill Street, opposite Cedar. The market house was not erected, however, until 1768. It took fourteen years of talking and wrangling before the building was erected at a cost of £28, 13s. 6d. A storm blew the market house down in the fall in 1773, and in April, 1774, John and Charles Bessonett were given the contract to rebuild it in the same place. In 1790 the market house was moved to the centre of the square formed by the intersection of Market and Cedar Streets. The old building was torn down about 1871.

A Distinguished Friend.—James Thornton, a distinguished minister among Friends, passed several years of his life in Bristol. He was born at Stony-Stratford, in Buckinghamshire, England, in 1727, and landed in Philadelphia in 1760. He afterward married and settled in Byberry, where he spent the remainder of his life, and died there June 24, 1794, in his sixty-seventh year.

Anti-Revolutionary Houses.—Several houses of the anti-revolutionary period survived the condition of society under which they were built, and have only been demolished within the last twenty-five years. Of the three oldest, one, a brick building, was situated at the foot of Wood Street, on land formerly owned by John McGinley. It was occupied at one time by William Davis, a shipbuilder, who built some of the fastest sailing vessels of his day. Another old house, which was demolished in the year 1887, was that of Mrs. Closson, adjoining the Hotel Closson, on Bath Street. It must have been a house of some note, for the assessed valuation as given in an old record, was £350, the highest sum assessed upon any of the fifty-three houses in Bristol in that day. Mr. John Gosline, chief burgess for many years, a large land owner and prominent Free Mason, lived here at the beginning of the last century. The house now owned by John McOwen, in Mill Street, is thought to have been one of the first brick buildings erected in the borough. These three houses are supposed to have been built prior to 1720. Among other old buildings are the Friends' meeting house, at the corner of Market and Wood Streets, erected in 1713, and the house of Richard Corson, which was built in 1745, as a workhouse, on the Beaver Dam Road, and recently demolished by the Barrett Brothers. The oldest hotel in Bristol is the Delaware House. It was originally opened as the "George the Second," in 1765, by Charles Bessonett, a Frenchman, who settled in Bristol in 1730.

Repairs to Streets.—Mention of repairing the streets occurs in the records at an early period, and it appears that as early as 1769, half the money realized from fines, was applied to this purpose. In March, 1798, Mill Street was declared to be impassable, and a number of the inhabitants subscribed a sum of money for its repair. No systematic efforts in the direction of permanent improvement were made until recent years, beginning with 1856, when Dorrance Street was paved, curbed and graded by order of council. This treatment has since been extended to other highways in the borough, and few towns in the

state are more likely to impress the observer more favorably in this respect.

Bristol Methodist Episcopal Church.—About the year 1771, Captain Webb, a local preacher, while on his way from New York to Philadelphia, stopped in Bristol and preached to the people, assembled under a tree that stood on the lot upon which the old Methodist Episcopal Church, now Pythian Hall, on Wood Street, was subsequently erected. This is the earliest record of Methodism in Bristol and was apparently its introduction. On a later occasion, while on a visit to Burlington, N. J., Cap-



OLD METHODIST CHURCH, WOOD STREET, NOW PYTHIAN HALL.

tain Webb crossed the river and preached to the people in his regimentals, being an officer in the British army, which action caused much criticism on the part of some of his hearers as to the consistency of a man preaching a "gospel of peace and good will to men" in the habiliments of war. Webb was licensed to preach before he came to America, by Mr. Wesley. Captain Webb was stationed at Albany, N. Y., and afterward at Trenton, N. J. He was at the battle of Louisburg, and while with General Wolf

at the siege of Quebec, on the Plains of Abraham, was wounded and lost one eye. It is said of him "he was faithful to his God and loyal to his king." He was arrested at Burlington, N. J., in May, 1777, and taken to Philadelphia to answer to the charge of being a spy. He was, however, ordered to Bethlehem and shortly after was discharged. Subsequently he returned to England, resigned his commission in the army and was a faithful preacher until God called him to his reward in the year 1796. John Adams, President of the United States, heard him preach in St. George's Church in Philadelphia. Afterward, in conversation with some of his friends, he said: "He was one of the most eloquent men I have ever heard."

Bristol Circuit was formed September 10, 1788, and embraced that part of Northern Pennsylvania, lying between the Delaware and Susquehanna Rivers and between the Philadelphia county line and the Pocono Mountains. William Dougherty was appointed by the bishop, preacher in charge of the circuit. He visited Bristol and found a number who had been awakened by the preaching of Captain Webb, and others who had followed him. He organized a class of eleven persons among whom were Mary Connor, Francis Stackhouse, his wife Priscilla; Richard Gosline, his wife Mary; Job Stackhouse, his wife Rebecca; William Kinsey, his wife Catharine; Joseph Stackhouse and his wife. Public meetings were held in the upper room of the old courthouse on Cedar Street, and prayer and class meetings in private houses, until the year 1802, when the Society, having increased in numbers, it was found necessary to have a larger and more convenient place to hold their meetings. It was decided to build a place of worship and Mary Connor was authorized to solicit funds. Her efforts on this occasion justly entitled her to the honor of founding the church. The ground upon which Webb had preached his first sermon was purchased of Colonel Joseph Clunn and Mary, his wife, for the sum of £25. The work progressed so far that the materials were collected and money placed in the hands of the treasurer sufficient for their payment, when he defaulted. He had spent the

money and could not replace it. He was dealt with and expelled. It was a sad blow to the little Society. Many of them were discouraged and ready to give up. But Mary Connor did not believe in giving up. Her motto was: "Trust in the Lord," and she believed they would succeed in building a house for the people of God to worship in. She succeeded in raising sufficient money to build a brick church, twenty-four by forty feet, one story high. The church was finished in 1803 and dedicated by Rev. Harry Buchin, amid the rejoicing of a happy people, clear of debt. After the dedication of the church, there was preaching once in two weeks, at nights. The Society continued faithful, holding their prayer and class meetings regularly. In 1825, under the preaching of Edward Stout and Samuel Grace, many joined the church. In 1827, a revival took place; seventy persons were converted and joined the church, among whom was the late William Kinsey, a grandson of one of the early founders of the church. In consequence of this large addition to the membership, it was found necessary to enlarge the church building. Through the efforts of Mrs. Mary Ann Johnson, a zealous Christian lady in the church, the sum of \$600 was raised. Twenty feet were added and the seating capacity increased. After the enlargement an arrangement was made with the Association of Local Preachers of Philadelphia, among whom were many eminent men, to supply the pulpit on Sabbath mornings. In 1840 a division was made in the circuit; Bristol, Bustleton and Holmesburg were united into one charge. In 1843 another change was made in the circuit; Bristol, Bensalem and Neshaminy were made one charge.

During the pastorate of the Rev. Joseph Aspril, in 1844, the old church was torn down and a new one, forty by sixty feet, two stories high, was built on the same ground, at a cost of \$7,000, and was dedicated by the Rev. John Kenneday, D. D., in 1845. In 1849 another change was made in the circuit; Bensalem and Neshaminy were added to Attleborough Circuit and Bristol became a separate charge. Under the pastorate of the Rev. William McCombs, in 1851, a debt of \$1,300 was cancelled and the next year a parsonage was erected adjoining the

church property, at a cost of \$2,700. During the pastorate of the Rev. George W. MacLaughlin, in 1859, a wonderful revival took place and the church membership was greatly augmented.

In 1888, under the pastorate of the Rev. S. T. Kemble, the centennial anniversary of the church was celebrated. The celebration lasted for one week, beginning on Sunday, November 11, and lasting until the Sunday following. The Rev. E. E. Burriss was appointed in 1891. He organized the Senior Epworth League and also the Junior organization. During his third year a great revival took place, as a result of which nearly 200 names were added to the church roll. The following year the formulating of plans for the building of a new edifice was begun.

Among the many deeds of kindness shown by members of this denomination to strangers, was one to a Mrs. Carson, of Philadelphia, who visited Bristol with her two daughters, for the benefit of the mineral waters at Bath Springs. One of them died. The trustees of the church offered her a place of burial in the churchyard. Some time after the other daughter died, and the mother requested permission to lay her remains by the side of her sister, which was granted. Some years later the mother died. On examination of her will, it was found that she desired to be buried by the side of her daughters, and had devised all her estate, consisting of valuable property at the corner of Twelfth and Spruce Streets, Philadelphia, to the Methodist Church of Bristol, upon the death of two relatives, to whom she had granted a life right.

When the new church enterprise was in its incipency, an effort was made to purchase the life right of the surviving heirs, which was finally accomplished by the payment of about \$5,000. When the property was finally sold the church received \$12,000. The lot at the corner of Mulberry and Cedar Streets, known as the Rousseau property, was purchased and it was decided to erect the new church edifice at the intersection of Mulberry and Wilson Streets. The Rev. Burriss, having finished his fourth year, accepted a call from the Memorial M. E. Church of Philadelphia, and was succeeded by the Rev.

Chas. H. Rorer. Plans and specifications were so quickly drawn, following his incumbency, that in five months' time the work on the new building was ready to begin. The old church building was sold to the Knights of Pythias for \$4,500, and the parsonage to C. F. Lippincott for \$2,500. The contract for erecting the edifice was awarded to Lewis Walton, of Corwells, the price being \$26,635. The windows, heater, gas fixtures and furniture



METHODIST EPISCOPAL CHURCH.

cost \$5,000 more. The contract for digging and walling the cellar was also awarded separately at a cost of \$2,700. With a trifle over \$10,000 in cash, after paying for the cost of the ground (\$12,000), it required no little faith to begin an enterprise costing over \$46,000. On August 9, 1895, just ten days before the time set for the breaking of the ground for the new church, William Kinsey,

the president of the board of trustees, and foremost advocate of the new church enterprise, passed away. His death was a great blow to the church and his loss irreparable.

The ground for the new church was broken at 1.15 P. M., August 19, 1895. The first stone in the wall was placed September 17, 1895. The last coping to entrance to main auditorium, each side, was placed September 21, 1896. The corner stone was laid on Sunday afternoon, November 17, 1895, by the Presiding Elder Rev. S. W. Gehrett and the pastor, the Rev. C. H. Rorer. Services were held in the old church with regularity until April 5, 1896. The last communion service was held in the morning. Beginning with April 12, services were held in the lower room until July 12, 1896. On the evening of July 12, 1896, the Rev. Rorer preached the final sermon in the old church building. The dedication services began on Sunday, October 25, 1896, and were continued nightly, concluding on the following Sunday. The church services had been held in the chapel from July 19, while the auditorium was being completed. At the end of his fourth year, the Rev. Rorer accepted a call from the Cumberland Street M. E. Church, of Philadelphia. During his administration the church membership reached its high water mark, over 500 members being enrolled. The Rev. A. A. Arthur succeeded the Rev. Rorer. He found the church burdened with a bonded indebtedness of \$17,000, and a floating debt of \$3,800. The Rev. Arthur remained two years, but during his administration he collected \$5,000, with which the floating debt was cancelled and a substantial payment made on account of the bonded debt. Under the administration of the Rev. Theodore Stevens, who followed the Rev. Arthur, the church debt was reduced to \$14,000.

It was during the Rev. Stevens' administration that Miss Caroline Kinsey, the only surviving member of the Kinsey family, passed away. When her will was read, it was found that after making a few private bequests, she had bequeathed the bulk of her fortune, amounting to about \$35,000, to the Bristol M. E. Church. Under the administration of the Rev. D. Mast Gordon, the legacy

was paid to the church. The mortgage indebtedness was promptly cancelled, a fund of \$10,000 was set aside and invested in first class securities, and the balance spent in repairs to the church and parsonage buildings, and the installation of a pipe organ in the church auditorium. The Rev. S. W. Gehrett, the present pastor, is now serving his third year. During his administration the church roll has been revised and the records now show a membership of 400. The church has active and energetic Chapters of the Senior and Junior Epworth Leagues and a Sunday School of 500 scholars. Bristol Methodism has produced many of our distinguished townsmen, among whom were: Jonathan Adams, Egbert Street, Jonathan Milnor, Jonathan Street, Joseph Foster, James Bruden, Squire William Hawke, the Hon. William Kinsey, J. Merrick Brown, Jacob S. Young and J. Wesley Wright.

A list of preachers in charge of Bristol since the circuit was established, compiled from annual conference minutes, is herewith presented:

In 1788, William Dougherty; 1789, Robert Kane; 1790, Robert Hutchinson; 1791, Gamaliel Bailey, Joseph Lovell; 1792, Simon Miller, Isaac Robinson; 1793, N. B. Mills, E. Pelham, L. Rogers; 1794, William Hunter, John Bateman; 1795, William Hardesty, Joseph Rouen; 1796, William Colbert, Joseph Whitely; 1797, Charles Caverder, Richard Lyon; 1798, James Moore; 1799, Joseph Ebert; 1800, Anning Owen, James Osborn; 1801, W. P. Chandler, John Ledler; 1802, Thomas Everard, R. McCoy, T. Jones; 1803, Henry Clark, John Bethel; 1804, David Bartine, David James; 1805, Asa Smith, Daniel Highbee; 1806, Asa Smith, William Hogan; 1807, John Walker, Richard Lyon; 1808, Thomas Dunn, James Polemus; 1809, D. Bartine, J. Akins, J. Stepless; 1810, J. Akins, W. S. Fisher, W. P. Chandler; 1811, Thomas Boring, William S. Fisher; 1812, Richard Smith, John Walker, John Fernon; 1813, T. Dimm, Charles Reed, James Polemus; 1814, Charles Reed, D. Bartine; 1815, William Torbet, William M. Foulke; 1816, Asa Smith, Daniel Ireland, P. Price; 1817, John Fox, Asa Smith; 1818, John Robertson, John Price; 1819, Samuel Budd, John Price; 1820-1, Manning Force, Phineas Price; 1822-

23, Jacob Gruber, Daniel Fiddler; 1824, William Williams, Thomas Davis; 1825, Edward Stout, James Grace; 1826, Edward Stout, Joseph Carey; 1827, Henry G. King, Robert Lutton; 1828, Henry G. King, J. B. Ayres; 1829, Thomas Neal, Nathaniel Clew; 1830, Thomas Neal, Manlove Hazel; 1831, Edward Page, John Finley, James Long; 1832, Edward Page, Asbury Boring; 1833, D. Bartine, J. Nicolson; 1834, D. Bartine, C. S. Wharton; 1835, J. Woolston; 1836, D. W. Bartine, Jr., R. McNamee; 1837, D. W. Bartine, Jr., James Hand; 1838, William Williams; 1839, William Gentner; 1840, John Ludnam, Wm. McMichael; 1841, R. Thomas, G. Allen; 1842, R. Thomas, J. Walsh; 1843-44, James Asprill; 1845-46, Thomas S. Johnson; 1847, G. D. Carrow; 1848, G. D. Carrow, L. K. Berridge; 1849-50, R. McNamee, W. McMichael; 1851-52, William McCombs; 1853-54, M. H. Sisty; 1855-56, J. F. Boone; 1857-58, E. J. Way; 1859-60, G. W. Maclaughlin; 1861-62, P. J. Cox; 1863-64, A. Johns; 1865, William Barnes; 1866, J. H. Turner; 1867, H. Grove; 1868, E. C. Griffith; 1869-70, Wm. Rink; 1871-72, Wm. Dalrymple; 1873-1874, F. E. Church; 1875-77, J. S. Cook; 1878-80, I. Cunningham; 1881-83, H. E. Gilroy; 1884-86, Wm. Ridgeway; 1887-90, Samuel Kemble; 1891-94, Eli E. Burris; 1895-98, Chas. H. Rorer; 1899-1900, A. A. Arthur; 1901-03, Theodore Stevens; 1904-07, D. Mast Gordon; 1908-10, the Rev. S. W. Gehrett.

Note.—Since the writing of this article, the Rev. S. W. Gehrett, D. D., has severed his relations with the church and retired from the active ministry. His successor is the Rev. E. W. Rushton, who entered upon his duties in March of this year, 1911.



EPOCH IV.

THE PERIOD OF THE REVOLUTION.

From 1775, the Beginning of the Revolutionary War, to
1783, the Close of the Revolutionary War.

Introduction.—The story of the American Revolution cannot be too often told. The wisdom and patriotism of the men who led the revolt against the British crown, and the courage and endurance of those who fought the battles of the colonies, have never been surpassed. Bucks County displayed its loyalty by sending its quota of men to strengthen the Patriot Army and the roster contains the names of many citizens of Bristol, some of whom laid down their lives upon the altar of patriotism, that America might be free. On three occasions the Continental Army, with Washington at its head, marched through our county to meet the enemy on historic fields, and in the trying period of December, 1776, it sought shelter on Bucks County soil behind the friendly waters of the Delaware. While our county was faithful to the cause of Independence, a considerable minority of her population remained loyal to the crown. When the war became inevitable, Bucks was one of the first counties to act. The 9th of July, 1774, Joseph Hart, John Kidd, Joseph Kirkbride, James Wallace, Henry Wynkoop, Samuel Foulke and John Wilkinson were appointed to represent Bucks at a meeting of all the county committees to be held in Philadelphia, where Mr. Hart was chairman of the committee that reported in favor of "a congress of deputies from all the colonies." On the 16th of

January, 1775, a committee of safety was organized in Bucks County, in which was reposed, for the time being, the legislative and executive authority of the county.

Society of Friends Against the War.—The Society of Friends was against the war from the beginning, because strife and bloodshed were opposite to their religious tenets, but the authority of the fathers could not restrain the sons. A number of their young men gave open sympathy to the cause of the colonies, and some entered the military service. The meeting “dealt with” all who forsook the faith, and the elders of Richland were visited with ecclesiastical wrath for turning their backs upon King George. We must do the society justice, however, to say that it was consistent in its action, and that the same censure was launched against the martial Quaker, whether he entered the ranks of the king or the colonies. Nevertheless the society did not forget the needs of charity, and down to April, 1776, they had already distributed £3,900, principally in New England, and Falls monthly meeting authorized subscriptions for the suffering inhabitants of Philadelphia.

Bristolians Captured at Fort Washington.—When congress authorized an army, among those who entered the military service from this county was Alexander Grayden, of Bristol, a captain in Shee’s regiment, who was made prisoner at Fort Washington. Colonel Robert Magaw, of the Sixth Pennsylvania Regiment, recruited a number of his men in this county, some of whom were from Bristol, and the roll of his killed and captured at Fort Washington gives the names of several Bristolians, as follows. John Prestley, lieutenant; John Murray, sergeant; John Stevens, private; Thomas Bell, private; Joshua Carrigan, private, died in prison; Robert Frame, private, died in prison; Joseph Bratton, private; Daniel Kenedy, sergeant.

Prisoners of War Held at Bristol.—General Montgomery, while on his bold but unfortunate expedition against Quebec, in the winter of 1775, captured Fort St. Jean, which was situated on the Richelieu River, which

connects Lake Champlain with the St. Lawrence. The fort was garrisoned by 400 men of the Seventh Fusiliers of the British Army, Major Prestor, a detachment of the Twenty-sixth, and 150 Canadian Militia, all French, from Montreal, only thirty miles distant. The garrison held out for forty-five days, but finally were starved and worried into an unconditional surrender. The commander-in-chief of the French Auxiliaries, the *Sieur de Roquemauire*, would not surrender to the Americans, but committed suicide by jumping over a precipice. The men were held prisoners at several points in New York State, and the officers distributed among various towns in New York and Pennsylvania, some being held at Bristol, Lancaster, Easton and other points. The prisoners going to Bristol were sent from Albany, N. Y., by way of Easton in sleighs and suffered greatly from the intense cold. Among the prisoners sent to Lancaster was Lieutenant John Andre, of the Seventh, who eight years subsequently, was induced to enter the American lines in disguise, and as a consequence suffered death as a spy. The twenty men sent to Bristol were drawn from among the first citizens of Montreal. The names of these twenty "officers and gentlemen," as they were styled by the authorities of the day, and as reported from the office of the Adjutant General and from the Archwest of Canada were as follows:

Lieutenant Colonel The Chevalier Picote de Beletre, Major De Longwell and ten captains: *Messeurs Cham-bault, Du Chenay, Du Tbinure, Havieux, Gamilon, Lot-biniere, De Boucherville, De La Valtrie, De Rowville, d' Eschambault*; First Lieutenants The Chevalier Hertil and *Messeurs La Madelaine, Lac Schmith, De la Marque, Saint Ours, De Musseau, Fleuriment, De Ruisseaux.*

The prisoners at Bristol had the liberty of the town and surrounding country, and fully complied with the requirements of their parole and remained at Bristol until exchanged about one year after their capture. The town of Bristol, a village of fifty dwellings, had a resident population of less than 300, consequently the billeting here of a body of Frenchmen equal to one-fifteenth of the

population of the town, was a marked event, and if they were representative of their vivacious nation, they must have made it interesting for the demure Quaker girls of the village and countryside. (From writings by Captain Burnett Landreth.)

Washington Decides to Retreat.—The campaign of 1776 was disastrous to the American arms. Washington announced to congress, the 1st of December, his contemplated retreat across the Delaware, and asked that the Pennsylvania militia be ordered toward Trenton, and the boats collected on the west side of the river. Four regiments of the Pennsylvania militia had been organized and Bristol furnished its quota of men. About the same time, Washington sent forward Colonel Hampton to collect all the boats and other craft along the Delaware, and General Putnam was ordered to construct rafts of the lumber at Trenton landing, while another party was sent up the river to collect all the boards and scantling on or near the river banks. Congress and the local authorities were thoroughly alarmed at the approach of the enemy. The arms of non-associators were collected to prevent them being used against the Americans, the militia were ordered to reinforce Washington and the owners of cattle were directed to be ready to remove them at least five miles from the river.

The Continental Army Enters Bucks County.—Washington, with the main body of the army, reached Trenton the 3rd of December, and the heavy stores and baggage were immediately removed to this side. He crossed over with his rear guard on Sunday morning, the 8th, and his troops were stationed opposite the crossings. The enemy came marching down to the river about eleven o'clock, the same morning, expecting to cross, but were much disappointed when they found the boats had been removed to the west bank. They made demonstrations to cross above and below, including a night march to Coryell's ferry, but their attempts failed. The hostile armies now lay facing each other across the Delaware, and the cause of Independence was saved.

General Cadwalader's Army Encamped at Bristol.—

Washington's next care was to guard the fords and crossings of the river to prevent the passage of the enemy. General Dickinson guarded the river from Bordentown to Yardleyville, General Cadwalader, with 3,000 men was posted at Bristol, and Colonel Nixon's regiment was at Dunk's ferry. Small redoubts were thrown up at various points, and each detachment was supplied with artillery. The general instructions to the troops were, if driven from their positions to retreat to the strong ground near Germantown. The depot of supplies was fixed at Newtown, the county seat, because it was central, removed from the river, and easy of access from all points. The days following the retreat of the American army from New Jersey were stirring and eventful ones in the quiet little town of Bristol. The old Buckley house, which stood on Radcliffe Street, on the site now occupied by the residences of Haltzel and Nesbit, was used as a bake house for the soldiers of General Cadwalader's army. The little one-story frame church built by the Episcopalians, but then unused and in partial decay, was occupied as a hostelry by the staff officers of the American general. The old Friends meeting house, at the corner of Wood and Market Streets, was converted into a hospital and some of the soldiers who died were buried in a cemetery known as the Baptist plot, located on Otter Street on the site where Mohican Hall now stands. The inhabitants lived in momentary fear of attack by the enemy. All that could be spared was given to clothe and feed the half-starved and poorly clad soldiers; the martial spirit prevailed everywhere. Radcliffe Street was alive with soldiers at most hours of the day and night, coming down to the George the Second Hotel, now the Delaware House; often the muffled roll of the drum was heard, as the body of some poor unfortunate patriot was borne to its last resting place; and thus the days passed until the arrival of that memorable Christmas night, when Washington, by his intrepid assault on the Hessians at Trenton, kindled anew the fires of patriotism and instilled renewed hopes into the American hearts.

Washington Plans to Attack the Hessians at Trenton.

At what time Washington first conceived the plan of recrossing the river to attack the Hessians is not known. While the troops of Gates and Sullivan had increased his force sufficient to make the attempt, we are told he could yet find but 2,400 fit for the service. All the preparations were quietly made; the troops were selected and put in readiness, and a few days before Christmas, boats were collected at Knowles' cove, two miles above Taylorsville. Bancroft says that Washington wrote the watchword: "Victory or Death," on the 23rd, and he writes to Colonel Reed about that time: "Christmas day, at night, one hour before day, is the time fixed upon for our attack on Trenton." The troops selected were those of New England, Pennsylvania and Virginia. General Cadwalader was to co-operate below Bristol, by crossing and attacking the enemy's post at Mount Holly. The men were provided with three days' cooked rations and forty rounds of ammunition.

The Destiny of the Country Hung By a Single Thread.

—While Washington was making his final preparations to strike, everything was pleasant and serene within the enemy's lines. The Hessians spent a merry Christmas at Trenton and the officers were invited to spend the evening at the house of Abraham Hunt, a suspected Tory, where they made a night of it. A surprise by the demoralized Continentals had never been thought of and no precautions were taken against it. General Grant, at Princetown, had heard of the intended attack and advised Rahle, but the latter treated it with indifference. During the evening a Bucks County tory crossed the river with a note to the Hessian commander, informing him of the attack on the morrow, but he was too busy just then to attend to such matters, and when it was handed to him, the note was put into his pocket, where it was found, unopened, after his death. On what a slender thread hung the destinies of the country!

The Battle of Trenton.—The troops left their camps about 3 P. M., the afternoon of the 25th of December,

and late in the day reached the place of rendezvous, at the mouth of Knowles' Creek, where the crossing was to be made, and near which a house still stands which shows marks of its occupancy by the soldiers on this memorable occasion. The morning was clear and cold, but the night set in stormy with sleet; it commenced to snow about eleven, and the river ran strong with ice. At 6 P. M., Washington wrote Cadwalader at Bristol, that, as the night 'is favorable,' he was determined to "cross the river and make the attack on Trenton in the morning." The troops commenced crossing about sunset, and it was three in the morning before they were all over, with the artillery. The troops, after crossing, were formed on the bank of the river into two divisions and put in march, Washington accompanied by Sterling, Greene, Mercer and Stephen, taking the upper, while Sullivan led the right column on the river road. General Cadwalader and his army at Bristol, attempted to cross the river as instructed by Washington, but were prevented by the floating ice, although they did not desist in the attempt until 4 o'clock in the morning. The battle of Trenton is familiar to all. The attack was made by Washington, to which there was but a feeble resistance, and the fruits of the morning's work was 1,040 prisoners, rank and file, twenty-three officers, 1,000 stands of arms and several cannon. The army, with the prisoners, recrossed the river that afternoon, and the next day the captured Hessians were at Newtown, the officers quartered at the taverns, and the soldiers confined in the church and jail. Washington remained at Newtown until the 29th, when he recrossed the river with the same troops he had with him on the 26th, and inaugurated the skillful campaign that nearly relieved New Jersey of the enemy.

Camp of Instruction at Bristol.—The active scenes of warfare were now removed from our county. During the spring and summer several calls were made upon the Bucks County militia. In April a camp of instruction was located at Bristol and the town and county furnished 500 men.

Continental Army Again Enters Bucks County.—When the British sailed south from New York, in July, 1777, the Continental army again crossed the Delaware into Bucks County. The bulk of the army was put in march down the York Road the morning of the 31st of July. Washington setting out for Philadelphia at the same time, it is possible he passed through Bristol, for we find him at Philadelphia on the 3rd of August, whence he joined the army at Germantown before the 6th. On the supposition that the enemy had returned to New York, the army retraced its steps, and remained encamped on the Neshaminy hills thirteen days, until it was known the enemy was about to land at the head of the Elk. The army was again put in motion the morning of the 23d, and the next day marched through the city and across the Schuylkill to meet the enemy upon the disastrous field of Brandywine.

Lafayette Wounded, Brought to Bristol. — The approach of the British caused great consternation in this section of the state, which was greatly increased by Washington's defeat at Brandywine, and the fall of Philadelphia. Lafayette, who was wounded at Brandywine, was taken by the way of Chester and Philadelphia to Bristol, enroute to Bethlehem. At Bristol, he stayed over night at the house of Simon Betz, known as the "Buckley House," which stood on the site of the Haltzell and Nesbitt residences on Radcliffe Street, facing the Delaware River, between Penn and Franklin Streets, where he was waited upon by a Mrs. Charles Bessonett, a niece of Betz. This house was erected at a very early date, probably 1735. In writing about this dwelling in 1853, Wm. Bache says: "This old edifice long and familiarly known as the 'Willis House,' is still standing, in the garden of which, on the opposite side of the street, stand the two beautiful Gothic residences of Daniel P. Forst and Samuel Swain, Jr. The old 'Buckley House' was used as a bake house for the American soldiery while quartered here. Although in a dilapidated condition, the main edifice is still tenanted. (1853.)" On the following morning, Lafayette was conveyed to his destination up

the Durham Road, stopping at Attleborough, and Stoffel Wagner's tavern, built in 1752, a mile from Hellertown.

Bristol Captured by the British.—During the British occupancy of Philadelphia the country between the Schuylkill and the Delaware was debatable ground, and was traversed by armed parties of both armies. The enemy made frequent incursions into Bucks County. Wm. Bache gives the following interesting account of such an incursion into Bristol: "The building on the east corner of Otter and Mill Streets was a guard house during the Revolutionary War, and Bristol, having raised a company of militia, they had their armory in a small brick building then attached to the same house which was torn away and the house remodeled in 1852. This company had a cannon planted at the forks of the road, and they kept sentries posted at night, etc. A detachment of loyalists who had gone over to the British cause, determined to capture the town, and a party of light horsemen were detailed for the purpose. They arrived at the ford now called Flushing Mills, below Newportville, in the night, and secreted themselves under cover of the trees and bank of the creek, until the booming of the morning gun announced that the last sentry had retired from his post; when, muffling their horses' feet, they smartly pursued their course to the town, and found its inhabitants all fast asleep. They quickly placed a guard at the door of each house of any apparent importance, and forced the occupants from their beds, many of them not even allowed time to dress, and marshalled them in a line in front of the guard house, at the corner of Otter and Mill Streets. Here they were allowed to send for clothing and finish dressing. One fellow, an ensign in the company, attempted to escape by running away across the meadow, which was then banked in, but which is now a marsh at the mouth of Mill Creek. He was pursued by a horseman, who, on nearing him, ordered him to stop, which order not being obeyed, was unceremoniously enforced by a sabre cut upon the head. A townsman living in the house attached to the Mill property on Mill Street, which was demolished many years ago, was

aroused in the morning by some one calling at the door that the British had possession of the town, which he did not believe, thinking that some of the family were trying to amuse themselves at his expense. In a few minutes an axe came flying through the door, making the splinters fly in every direction, when he, without stopping to dress, and rushing to the foot of the stairs, saw that the only chance for escape was by dodging under the horse's neck, which attempting, the horseman made a stroke at him with his sword, which luckily took effect in the top of the post attached to the steps, splitting it some six inches or more. The captain of the militia company, whom they most wanted, they were not able to find, he being secreted in the garret of an old frame house at the corner of Bath and Mill Streets. After getting all the principal citizens they could find, they took them as prisoners of war to Philadelphia; no one but the ensign being hurt, nor were any depredations of much account committed. The prisoners were there detained some two or three months and then released. Among those taken from here were Edward Church, an infirm old man and pious Friend; Richard Gosline, Thomas Broom, John Green and Levi Douglass."

French and American Armies Pass Through Bristol.—Washington put the Continental army in march from Valley Forge, after a six months' residence upon its bleak hills, the 18th of June, 1778, to pursue the enemy in his retreat toward New York. From this time forward the stirring and active scenes of the war were removed to distant parts of the country. In September, 1781, the French and American armies, in march to meet Cornwallis in Virginia, passed through the lower end of the county, possibly having followed the King's Highway, and marched through Bristol. They crossed the Delaware at Trenton and the neighboring ferries on the morning of the 1st, and the same afternoon passed the Neshaminy at the rope ferry, encamping at the Red Lion in Bensalem that evening, and the next day marched through Philadelphia. During the war a number of persons in the county joined the British army and drew

their swords against their country. Under the confiscation act of March 6th, 1778, a number of persons in the county lost their estates for remaining loyal to the British crown. Among these are mentioned John Ellwood and Andrew Allen, of Bristol. While the war was in progress the river shore at Bristol was skirted with a sentry of gondolas and barges, which were chiefly used for telegraphing.

Bristol Lodge, No. 25, Ancient York Masons.—The original warrant, dated March 15, 1780, was granted by the Provincial Grand Lodge of Pennsylvania, under the masonic administration of the R. W. William Ball, as Grand Master; R. W. William Shute, as Deputy Grand Master; R. W. Alexander Rutherford, Sen. G. Warden; R. W. Jacob Howell, Junior Grand Warden; authorizing and appointing Brothers John Clark, W. M.; Samuel Benezet, S. W.; and Dr. William McIlvaine, J. W.; to hold a Lodge of Free and Accepted Masons at the town of Bristol, in the State of Pennsylvania, or anywhere within five miles of the said town, the number of which lodge to be 25. In connection with the Brethren thus officially designated, Brothers Tyrringham Palmer, Jacob Shallus and Patrick Griffin, as the constitutional number of members requisite, had united in the petition to the Grand Lodge, and obtained the warrant.

John Clark, the first Master of the Lodge, was an officer in the British army, residing in this country upon leave of absence, his regiment being in the West Indies. He was a man of considerable local prominence, much wealth and lived upon the Belle Meade farm, near Bristol. Although a British officer, it is abundantly shown by local history that his sympathies were entirely with the Colonies, and against the Crown, and that he never returned to the British army.

Samuel Benezet, the first Senior Warden, was a man known and greatly respected in the county, and had filled many important offices. Dr. William McIlvaine, the first Junior Warden was a man of high social position, and a member of a family who for many years were of considerable social importance in Bucks County. Both of these gentlemen resided in the Township of Bensalem.

The labors of the Lodge were commenced and conducted with energetic zeal, securing the most prosperous and satisfactory results. Every profession or occupation soon were enrolled among its members. The late William Bache, in his history of Bristol Masonry says: "At that eventful period in the annals of our country, it is gratifying to find the "McIlvaines, Bloomfield, Willett, Bessonnet, Rodman, Wilkinson, John Fitch, and similar illustrious personages, assembling around its simple altar." John Fitch then resided near the Neshaminy Creek and was engaged upon those experiments since so wonderfully developed, of propelling boats by the power of steam. His membership dates January 4, 1785.

On June 4, 1785, the propriety of continuing under the jurisdiction of the Grand Lodge of England engaged the consideration of the Order generally. When Bristol Lodge unanimously selected their worthy Brother John Clark to represent them in the Quarterly Communication of the Grand Lodge, to be holden in Philadelphia, September 26, 1786, with especial instructions upon the subject. Thirteen of the Colonial Lodges were then and there assembled; and, after mature and serious deliberation, unanimously resolved "That it is improper the Grand Lodge of Pennsylvania should remain any longer under the authority of any foreign Grand Lodge." Thus was originated the present Grand Lodge of Pennsylvania.

The Provincial Warrant of Bristol Lodge was then surrendered, and the present warrant obtained, dated the 9th day of July, 1789, under the administration of the R. W., J. B. Smith, as Grand Master; R. W., George Ord, as Deputy Grand Master; R. W., Joseph Dean, as Senior Grand Warden; R. W., Joseph Few, as Junior Grand Warden; renewing in perpetuity all the original rights and privileges pertaining to the Lodge, through Brothers John Clark, as W. M.; Samuel Benezet, S. W., and Wm. McIlvaine, J. W.

From September, 1790, to December 3, 1801, but few members were admitted, and nothing of much interest took place in the Lodge. The members becoming more and more negligent of their duties, it seemed to be useless to continue meeting, and accordingly upon December 3,

1801, the Lodge suspended its labors until January 6, 1812, when work was again resumed, with the approval of the Grand Lodge. These eleven years of inactivity seem to have been, however, of real benefit to the craft in Bristol, for great prosperity attended the Lodge after its resumption of work in 1812, for early in 1815, only three years afterward, we find them resolving to purchase a lot and erect a hall, which resolution was so warmly re-



MASONIC TEMPLE, CEDAR STREET.

sponded to by the subscriptions and labors of the brethren, that they had completed a stone hall, two and one-half stories high, and 36 by 20 feet on its ground plan, the main entrance being approached by a flight of steps, and which was formally dedicated to Masonry on November 18, 1815, less than one year after its erection was determined upon.

From 1812 to 1822, the Lodge continued to have great prosperity, and many new members were added to it, the most prominent being the late John Fox, President Judge of this Judicial District, initiated June 24, 1814, and Don Louis De Onis, Minister Plenipotentiary from

Spain to the United States, initiated by dispensation, June 22, 1814.

Don De Onis, it is said, was a remarkable man, of considerable attainments, high in the confidence of the Spanish Crown, and became warmly attached to the principles of Masonry. He was for several years a resident of Bristol, then quite a fashionable watering place on account of the Bath Springs.

After 1822, however, the old Lodge began to languish, and from that year until 1825, very little interest seems to have been taken in the work by the members. Then commenced an era of darkness for Masonry in Bristol and continued for twenty-three years. Upon the 27th of December, 1825, the Lodge met for the last time, as it was then supposed.

The resuscitation of Bristol Lodge in 1848, was brought about by Brother Past Master, Daniel M. Keim. He learned of the antecedent history of the Lodge from its former Tyler, Charles Riley, Sr. From the late Wm. Kinsey he procured the present warrant of the Lodge. The original deed of trust was found by the late Andrew W. Gilkeson, among the papers of the late William F. Swift, the Secretary of the Lodge at the time it closed in 1825. Finding that one of the brethren named in the deed as a trustee was still living (the venerable Brother John S. Benezet), Brother Keim sought him out in Philadelphia, and found him not only willing, but anxious to assist in the resuscitation of the Lodge. Application was at once made to the Grand Lodge for permission to reconstruct Bristol Lodge, No. 25, and the first session of the resuscitated lodge was held February 10, 1848. Permission to reconstruct the lodge was granted by the Grand Lodge, upon the application of the following brethren, formerly members of Bristol Lodge, No. 25, to wit: Charles S. Riche, John S. Benezet, James R. Scott, John H. Bispham, John Birkey, to which was added the name of Daniel M. Keim, although he had not been a member of Bristol Lodge.

Shortly after the reorganization of the lodge, a lady of the town, named Mrs. Martha Toomb, presented it with the ancient jewels and seal of the lodge, which for many

years, since her husband's death, she had guarded with jealous care. Tradition says, that in the house of her husband, away back in 1780, the lodge used to meet.

The old minute book and records were restored to the lodge by Watson Conly, of Byberry, who was not then a Mason. He found them upon the removal of some rubbish in the garret of a house in Falls Township.

From the time of its resuscitation until the present, the lodge has marched onward in unexampled prosperity. The old hall was soon found to be too small for the assemblages of its members, and from time to time, having carefully considered the subject, they finally resolved to erect the present commodious hall for the better accommodation of the craft.

The site of the old hall was selected for the erection of the new, and during the summer of 1853, the former was taken down and the present hall erected.

The Building Committee of the new hall consisted of Brothers Lucius Scott, Pugh Dungan, James W. Martin, assisted, ex-officio, by Brothers Allen Downing, William Kinsey, Andrew W. Gilkeson, John Dorrance and J. H. Schenk, M. D., the trustees, who were all unwearied in their superintendence of the work, and spared neither expense nor labor to carry out the object of their appointment. The new hall was completed and dedicated to Masonry on Monday, May 1, 1854, by the Grand Master and officers of the Grand Lodge. Exercises in connection therewith, were held in the First Baptist Church. An address was delivered by R. W. Grand Chaplain, J. Lansing Burrows, on the subject: "What Masonry Requires of Masons," and proved a most eloquent production. The town was crowded with strangers, to see the procession from the Lodge to the Church, and to hear the address. The Grand Master and officers of the Grand Lodge of New Jersey were also present.

Then came the dark period of the Civil War. As Bristol Lodge was loyal during the Revolution, so was it loyal during the late war of the Rebellion. Many of the brethren went forth to do battle for "God and Liberty," during those dark days when the fate of the nation seemed hanging by a thread. Many of the brethren re-

turned from the war with honor; some were brought back cold and stiff in death, and lie buried in the quiet churchyards; one of the best and bravest, Brother H. Clay Beatty, sleeps the sleep that knows no waking until the resurrection, under the locust trees in St. James' Churchyard. One or two sleep in nameless graves, with strange southern wild flowers blooming over them—buried after the battle, among the unknown dead.

On Monday, March 29th, 1880, the lodge celebrated its Centennial anniversary, holding the exercises in the First Baptist Church. It was on that occasion, that the late Hon. B. F. Gilkeson delivered a historical address, from which the major part of the data contained in this history has been taken. During later years the lodge has met with unprecedented success and numbers within its ranks, the best citizens of the community and surrounding townships. A few years ago, an addition was built to the rear of their hall, which greatly increases its usefulness.



REC

EPOCH V.

BRISTOL AS A FASHIONABLE WATERING PLACE.

From 1783, the Close of the Revolutionary War, to 1827,
the Construction of the Canal.

Introduction.—Following the Revolutionary War and down to 1821, Bristol was the principal watering place in America, made so by the Bath Springs, just outside the borough limits, and was the summer resort of rich and distinguished people from all parts of this country and from abroad. The Delaware House, then known as George the Second and later as the Fountain House, was crowded with guests during the summer season. The railroad had not yet made its appearance and travel was either on the river or in stage coaches. The daily appearance of the old stage wagons, the arrival and departure of guests, the travel to and from the Bath Springs, the daily landing of the river boats, gave the old town the appearance of prosperity, caused the inhabitants to shake off the lethargy which had taken possession of them, and gave promise of a prosperous future. Two race courses, one on the Badger farm, below Bristol, and the other at the Bath Springs, greatly enlivened the life of the community. Sporting men from all over the country were attracted. "Messenger" was kept in Bristol several years before 1793, and down to 1839. Bela Badger, a resident of Bristol Township, was one of the most noted horsemen of the country. He became interested in the turf during his residence in Baltimore, where he purchased "Hickory," and with him won a race on the Germantown course with "Postboy," owned by Ethan Allen, at \$2,000 a side. He was subsequently associated with

William R. Johnson, of Virginia, in the ownership of some of the best racing stock of that day; it was by their efforts that the superiority of southern horses was first demonstrated.

A Famous Seed Producing Establishment.—In Bristol Township is one of the heaviest seed producing establishments in the world, originally owned and conducted by David Landreth. It is located on the bank of the Delaware, above Bristol, and is called Bloomsdale. The estate, which comprises several hundred acres, is exclusively devoted to the raising of seeds, which are shipped to all parts of the world. The most improved methods of cultivation have been adopted, and the farm is one of the finest in Pennsylvania. A few years ago the firm was reorganized and is now known as the D. Landreth Seed Company. The business was established in 1784 by David Landreth; in 1790 it was conducted under the name of David & Cuthbert Landreth; in 1830 it was changed to David Landreth & Co., and in 1843 the business was conducted under the firm name of David Landreth and D. Landreth Munns; its original title, David Landreth, was resumed in 1845; in 1860 it was changed to David Landreth & Son, and in 1875 to David Landreth & Sons, and in 1903 to its present title, The D. Landreth Seed Company.

Bristol Obtains Charter From State of Pennsylvania.—As the corporate existence of Bristol was derived from the crown of Great Britain, it was dissolved by the Declaration of Independence; whereupon the assembly passed an act September 16, 1785, re-establishing its former power and privileges. The original charter thus revived continued operative until 1851. Its defects were many; as a writer of 1849 thus forcibly expresses it: "The powers reposed in our borough officers should be amply explicit and determined; those conferred by the present charter are vague, uncertain, and undefined. In some instances their want of authority has been severely felt and universally deprecated. In others it is exceedingly questionable, while oftentimes it is absolute and unbounded." Yet, strange to say, under that charter, the

corporate powers of the Borough of Bristol continued to be administered for an additional period of sixty-five years.

Ship Building Industry.—At a very early day in the borough's history, the citizens began to build sailing vessels. As far back as 1785, there was a ship yard on Mill Creek between Cedar and Wood Streets, where a man named William Davis, built and repaired many vessels. He built the *Morning Star*, which was commanded by a Captain Cooper. The late William Kinsey, in a newspaper article written years ago, says that Captain Cooper told him that the *Morning Star* was the finest schooner that sailed out of the port of Philadelphia, and that no vessel could overhaul her at sea.

After Mr. Davis left Bristol, John Reed carried on the business. He was very successful, made money and built some fine houses for that day. The John Bostwick property on Radcliffe Street, above Lafayette, was built by him. It is said, that he never knew his parents but was found when an infant in a bunch of reeds, and adopted by a kind family who brought him up and gave him the name of John Reed. He was an energetic, hard working man and an enterprising citizen. He removed to Maryland, bought a farm and ended his days there, respected by all who knew him.

After his removal from the town, the business was continued by Stackhouse & Heiss. They built and repaired many vessels. There was one built at the foot of Mulberry Street, called the *Tacy & Grace*, after the wives of her owner and captain, *Tacy Trump* and *Grace Patterson*. She sailed many years on the Delaware and did good service for her owners. Two brigs belonging to John Hutchinson, one of the enterprising citizens of Bristol at that early day, were overhauled and repaired by Stackhouse & Heiss. The names of the vessels were *Buck* and *Hamlet*. They were commanded by the two sons of the owner, both of whom were able seamen. Captain Joseph had command of the *Buck* and Captain John of the *Hamlet*. They went to sea, but alas for the *Hamlet*, she never returned nor was any tidings ever

heard from her crew. It is supposed she foundered at sea and all were lost. The Buck made many successful voyages under the command of her skilful captain, but at last, she too, met with a sad fate, being on her homeward bound voyage, when she was run into at night by another vessel. The captain had but a few minutes to secure his trunk and with his crew to get into the ship's boats, before the brig went down with a valuable cargo, and the labor of years was lost. Although the captain's loss was heavy, he was not discouraged, and his perseverance and excellent reputation as a seaman, soon secured him another vessel. He followed the sea successfully for many years. He had some fine ships built, two of which he sold to the Mexican government, and they were converted into war vessels on account of their superior sailing qualities. He was also heavily interested in, if not one of the originators of the line of Packets from New York to Vera Cruz.

After the deaths of Stackhouse and Heiss, the business was continued by Charles Thompson, who lived to a ripe old age, an honored and respected citizen. Kirk and Lamb were his successors and it was during their time that the citizens began to increase their investments by building a larger class of vessels, called schooners, rating from 200 to 300 tons each. The shipment of coal from Bristol to eastern ports made a demand for a larger and faster class of sailing vessels to supply the increased demand for Pennsylvania Black Diamond coal. Since 1844, the citizens of Bristol have put afloat twenty-one schooners, built in and sailing from Bristol, the cost of which was over \$300,000. Six of said vessels were lost at sea, involving a loss to the owners of many thousands of dollars, and on which there was no insurance.

In addition to investments in sailing craft, in later years our citizens have invested heavily in steam boats. In 1853, Captain J. Cone, assisted by some citizens, built the steamer Thomas A. Morgan, at a cost of \$45,000. He also built the John A. Warner, at a cost of over \$60,000, which in its early days, was the finest passenger boat on the Delaware. She did good service in the employ of the government during the rebellion, and still continues to

run as a passenger boat, between Bristol and Philadelphia. The old ferry boat, Ellwood Doron, costing \$18,000 was built by Doron, Knight & Porter, citizens of Bristol, and there have been other investments made by our citizens, in the steamers Edwin Forrest, Twilight, several tug boats and one barge. During the years between 1840 and 1870, the citizens of Bristol invested in sailing vessels, \$300,000; in steamboats, \$186,000 and one barge, \$4,500, making an aggregate of \$490,000.

Bristol has had many distinguished men who followed the water and went down to the sea in ships. Captain John Green commanded some of the largest ships that sailed out of the port of Philadelphia. He was the first captain that carried the American flag to China. It is said of him, that he imported from that country some very large chickens, which he kept on his farm on the banks of the Neshaminy Creek, and from which came the celebrated Bucks County breed that has been so much sought after by the lovers of good poultry. After his death his son-in-law, Captain Sims took the command of his ship, the *America* and sailed her until she became unseaworthy. He then left the sea and in 1798 bought *China Retreat*, on the Delaware River, of Andrus Everandes Van Brum Houchust, for the sum of £10,706, being \$53,530 in American currency, more money than it would sell for today. Another distinguished captain was Jacob Searles, who sailed in the employ of Thomas Cope, of Philadelphia, and commanded some of his finest ships in the Liverpool line, for a period of twenty years, during which time he never lost a ship or a passenger. There were many others who distinguished themselves as successful navigators. Captain Joseph Stackhouse, Captain William Fenton, Captain William Hawk, followed the water for many years, made money and lived to a good old age to enjoy the fruits of their labors.

Note.—This article has been taken from a newspaper clipping, supposed to have been written by Wm. Kinsey. It is probable that after the digging of the canal and the absorption of the mill creek by the canal basin, that the shipbuilding industry originally located at the foot of Wood Street, may have been removed to a new location, at the intersection of Adams' Hollow Creek and the Delaware River and was known in later days as Jones' Shipyard.

History of Early Steam Boating on the River Delaware Above Philadelphia.—The first boat propelled by steam was built in Philadelphia by John Fitch, in the year 1787. She was propelled by paddles arranged on each side and worked by cranks attached to horizontal shafts. After making two or three trips side wheels were substituted, when she made several trips to Burlington and one to Trenton. Her speed was eight miles an hour, with tide. On one occasion while rounding-to at Burlington her boiler exploded, but no one was injured. After many trial trips and alterations she was abandoned, her machinery taken out, and sold to pay her debts, and she rotted away in the Kensington docks.

John Fitch, the original inventor, was born at Hartford, Conn., in the year 1743. At the age of eighteen he apprenticed himself to Benjamin Cheeney to learn the art of clock-making. At the age of twenty-five he married Lucy Roberts, by whom he had two children, a son and daughter. The marriage did not prove a happy one, and he left his wife and settled in Trenton, N. J., where he pursued the business of a silversmith and repairing of clocks until the breaking out of the war of the Revolution, when he estimated his property to be worth £800. He then commenced gunsmithing and employed twenty men in the business, which he continued until the British army entered Trenton and destroyed his tools, when he fled into Bucks County to the residence of John Mitchell, in Attleborough. While there his \$4,000 in Continental money depreciated to \$100.

He shortly after, in 1780, emigrated to Kentucky and commenced surveying. In 1782, while on his way to New Orleans with a boat load of flour, he was captured by the Indians and carried or driven 1200 miles, bareheaded, to Detroit, where he was given up to the British as a prisoner. While in captivity he made himself a great favorite with the Indian chief by making ornaments for him and engraving on his powder horn. After eight months of captivity he escaped by way of Quebec, and arrived again in Bucks County, where he was received with great joy by his old friends.

He was at one time a lieutenant in the army at Valley

Forge, at another time sutler to the army in the west. He often, for the purpose of raising funds, would travel on foot through the country with articles of silver made by himself, which met with ready sale. He was, in a word, essentially a universal Yankee. A writer, in speaking of him, says that his general character in Bucks County was that as the flint bears fire, being enforced shows a hasty spark, and quick is cold again. In point of morals, he was perfectly upright, sincere and honorable in all his dealings. In speaking of himself, he says he had proved the fact that the best way to make the world believe him honest, was to be the thing itself.

Bucks County has the honor of having made within her borders the first model of a boat that was ever propelled by steam. It was made by John Fitch, in Warminster Township, in a log shop owned by Stephen McDowell. Her machinery was made of brass; the paddle-wheels of wood, made by N. Boileau, a student of Princeton, who lived near by. The trial trip was made on the mill pond on the Watts farm, in Southampton Township. A writer, who was present, says he, "with several others in the neighborhood, including the Rev. Nathaniel Irvin, of the Neshaminy Church, stationed themselves around the dam to catch the boat when she came ashore. The fire was lighted, the boat put in the water, and after a few minutes she started and went puffing up the dam. After spending a couple of hours in further experiments, she was declared a success." Fitch carried her home under his arm greatly delighted with the experiment, as the problem of propelling boats by steam was solved on that day, and John Fitch had the honor of an invention that has revolutionized the commerce and naval warfare of the world. A fuller account of Fitch and his doings can be found in Davis' History. Shortly after he moved to Philadelphia and commenced the building of the first steamboat that ever ran on American waters.

The next boat that made her appearance on the Delaware was the Phoenix. She was built at New York by John C. Stevens, in 1807, went to Philadelphia, being the first steamer that navigated the ocean. She made her first trip to Bristol in 1809, and was commanded by Cap-

tain Davis. Her engineer was Robert Stevens, who afterwards became a leading man in steamboat enterprises. The Phoenix in her day was looked upon as the ne plus ultra of the arts, and was admired by all who visited her as a perfect specimen of a steamboat. Her speed was eight miles an hour, with the tide. After a few years her machinery gave out, and she was laid up and rotted down on the Kensington flats.

The Phoenix was followed by the Philadelphia (dubbed the Old Sal). She was built in New York by the Stevens' in 1813, and commenced her trips from Philadelphia to Trenton in 1815. She was a great improvement on her predecessor, and her commander, Captain Abisha Jenkins, was a great favorite with the traveling public. She had a small brass cannon mounted on her forward deck, which was fired on her arrival at Burlington. On one occasion the gun bursted, killing one of the deck hands, and was never replaced. She left Bristol at 8 o'clock A. M. for Philadelphia, leaving there at 2 P. M. on her return trip. She could make the trip in two hours, with the tide. She in time was worn out in the service.

The opposition between the Philadelphia and the Pennsylvania was lively, the boats being nearly equal in speed and both leaving the city at the same hour. Great efforts would be made to make the first landings at the several wharves. On one of her trips the Pennsylvania tried to prevent the Philadelphia from landing at Bristol by attempting to run across her bows. The captain ordered the pilot to put the Pennsylvania ashore, and directed his engineer to put on all steam. The pilot made a run at her, striking her just abaft the wheel. She was landed on the Jersey shore, where she remained until the next high tide, and the Old Sal went up the river with her flags flying. This was the first and only steamboat fight we ever had on the river.

A small boat built in Philadelphia in 1818, called the Bristol, commanded by Captain Myers, ran from Bristol to Philadelphia for three seasons. She was destroyed by fire while moored at her dock.

A boat built in New York, called the Sea Horse, was run in opposition to the Bristol one season, when she was

hauled off for want of patronage, and went back to New York.

In 1817-18, two boats were built in Philadelphia by a company called the Citizens' Line, to run in opposition to the Union Line, the Etna, commanded by Captain Davison, and the Pennsylvania by Captain Kellum. These boats had high pressure engines, built after the model of Oliver Evans' engine in the Philadelphia waterworks. After running two seasons the engines were altered to low pressure. The Etna was taken to New York, and run from there to New Brunswick. During one of her



OLD JOHN A. WARNER, NOW "BURLINGTON."

trips she collapsed a flue, and several of her passengers were seriously scalded. She became unpopular as a passenger boat and was run as a freight boat. The Pennsylvania, after a few years, became a tow-boat in the employ of the Delaware Canal Company.

The Franklin, built in New York in 1821, was run by the Union Line Company. She was commanded by Captain Joseph Jenkins, who was considered one of the best

watermen of his day. She was taken back to New York after running two seasons.

The Albermarle, a New York boat, was run by the Citizens' Line one season and then discontinued.

The Congress, built in New York, was commanded by Captain DeGraw, and had a safety barge towed behind, on which an extra fare was charged as it was considered a safer place in case of an explosion. She was run in opposition to the Union Line but was hauled off after one season.

The Trenton, a very popular and successful boat, was built by the Messrs. Stevens at Hoboken, in 1824, and commenced her trips in 1825, from Philadelphia to Trenton, was under the command of Captain Hinkle; after many years' service on the Delaware waters she returned to New York, where she was broken up.

The Burlington, another popular boat on the Union Line, was built in 1827. She ran between Philadelphia and Bordentown, and was commanded by Captain Kester, a jolly fellow, full of jokes and fun. On one occasion the captain had on board a fine horse for a friend in Bordentown, with a request that he would see him safely delivered. Just after the boat left Bristol, the horse became frightened and jumped overboard. The steamer was stopped, the small boat lowered and the captain and two men jumped in. The captain cut the rope by which he was fastened to the rail, and ordered the men to row ashore while he held up the horse's head to keep him from drowning. When they reached the shore the captain tried to get him on his feet, but the horse made no effort to move, when on examination it was found that the rope by which he was tied, being too short to allow him to reach the water, his neck was broken in the fall. It was a long time before the captain heard the last of the joke of trying to save the life of a horse with a broken neck. On his arrival at Bristol the passengers would hail him with the salutation: "Good morning captain, how's your horse?" The Burlington run for many years as a successful boat, until it became necessary to have a larger one, when she was used for towing purposes.

The Rainbow, a narrow, sharp boat of great speed, built in New York, ran part of one season but was hauled off and put on the line from Philadelphia to Cape May.

The New Philadelphia, built in New York, run two seasons, was taken back to New York, lengthened and run to Albany as a passenger boat under the command of Captain Joseph Jenkins.

The Emerald, a New York boat, run in opposition to the Union Line one season, was taken back and put on the Albany line.

The Swan, another New York boat, was run by the Union Line one season. The four last named boats ran between the years 1833 and 1838.

The Hornet was built by Jacob Ridgeway up Crosswick's Creek. Mr. Ridgeway built the boat and put on a line of stages to carry passengers to New York in opposition to the Union Line. The opposition became so intensely bitter that the passenger fare was reduced to a fippenny bit ($6\frac{1}{4}$ cents) from Philadelphia to Bordentown. The Union Line, to get rid of the opposition, bought it off.

The Gazelle was run a short time by Captain Benjamin McMackin, who afterwards built the Edwin Forrest, which continued in service until a few years ago.

The Marcus Bozarris, the Mountaineer, the Appoquinimink, the Boliver, the Sun and the Balloon, all ran as opposition boats to the Union Line.

The John Stevens, the Nelson and Joseph Belknap, all New York boats, were run in the employ of the Camden and Amboy Railroad Company. The Stevens was one of the finest boats that ever graced our waters. After running a few years she was destroyed by fire while lying at her dock at Bordentown. She was never rebuilt.

The Richard Stockton, another splendid steamer, built at Wilmington, Del., for the Camden and Amboy line, took the place of the Stevens. She is now running in New York waters.

The Thomas A. Morgan, John A. Warner, Twilight, Columbia and Edwin Forrest, were all built at Wilmington. These boats, with the Stockton, were built by the

Harlan & Hollingsworth Company, and are first-class in construction and management.

There was a small boat with a stern wheel run in opposition to the Forrest one season.

The Nelly White, Popecatlin and the Gem run as independent boats, but were short lived.

There was built in the early days of steam boating at Camden, N. J., a boat called the Eagle. She made a few trips to Bristol, but did not succeed.

About 1900, a rival line placed two boats on the river, to run between Trenton and Philadelphia. One was named the City of Trenton and the other the Quaker City. During the summer of 1901, the boiler of the former boat exploded one mile above Holmesburg, killing a number of persons and injuring many others. The boat taking fire, the pilot ran her on the flats on the Pennsylvania side, where she burned to the water's edge. The other boat was subsequently withdrawn.

In 1903 the freight steamer Fannie, of the Wilmington Steamboat Company, began making daily trips between Bristol, Burlington and Philadelphia. The experiment appears to have been a failure and she was removed. Later the Springfield was placed on the route by a rival company, but was recently bought by the present company and is still running.

The John A. Warner is yet in active service, but is now known as the Burlington. The Columbia is still the most majestic boat on the upper Delaware. The latest boat on the river, which ran for a few years as the Soo, has now been rechristened the Bristol, and is still in service.

An Interesting Record.—At the meeting of the Town Council, held on September 17, 1786, the following appears on the records: "On motion being made that the general expenditures of the past year should be entered in the book for the satisfaction of the public, it was unanimously agreed that the accounts should be collected and entered which are as follows, being the whole expense of the burgess and council for one year:

At Charles Bessonett's:

			£	s.	d.
1785					
Sept.	8	3 bowls punch, 6 s.; grog, 6d.	6	6	
"	11	Bitters and wine, 6d.; 1 bottle of wine, 7s. 6 d.	8		
"	23	Punch, 2s.; grog, 1s.	3		
"	27	3 bottles wine, 22s., 6d.; grog, 1s.; toddy, 8d.	1	4	2
Nov.	9	1 bottle wine, 7s., 6d.; 2 gills, do., 1s., 10½d.	9	4½	
1786.					
May	19	1 bottle of wine.	7	9	
July	31	5 bottles of porter, 12s., 6d.; 1 pint of wine, 3s.; grog, 6d.	16	9	
Sept.	14	2 bowls punch.	4		
			<hr/>		
			£3	19	3½

Charles Bessonett's house at that period appears to have been the favorite resort for holding meetings of council. It is presumed that his accommodations were better than could be found elsewhere. The mind can readily picture councilmen of those days sitting by the glowing hearth before the open wood fire, calmly discussing the affairs of the borough and during the proceedings of the evening partaking of liberal potations of seductive punch and sparkling wines. The public, it is presumed, wanted to know how much they drank, and for their "satisfaction" the above account was spread upon the minutes.

First Post Office in Bucks County.—The first post-office in the county was established in 1790 at Bristol. Two others were in existence six years later, Morrisville and Plumstead (ville), and a fourth, Buckingham, was established after another interval of six years (1802). In 1804, probably earlier, mail was carried twice a week between Philadelphia, Easton and Bethlehem, by way of Doylestown. The following notice appears in the "Correspondent" of December 4, 1816: "The mail will leave Doylestown on Thursday morning at 2 o'clock, and arrive at Bristol by 8:00 in the evening; leave Bristol at 6

o'clock Friday morning, and passing by New Hope, arrive at Doylestown the same evening by 8:00. Leave Doylestown Saturday morning at 6 o'clock and arrive at Lancaster on Monday by 10 o'clock; leave Lancaster at 3 o'clock same day and arrive at Doylestown on Wednesday evening by 6 o'clock. Leave Doylestown on Saturday by 6 o'clock in the morning, arrive at Quakertown by noon; leave Quakertown at 2 o'clock and return to Doylestown by 9 o'clock in the evening." The mail to Bristol passed through Newtown and Langhorne. A weekly mail from Quakertown to Durham was established in 1819.



BRISTOL POST OFFICE.

Colonel Joseph Clunn was the first postmaster at Bristol. He opened the office at his residence on Mill Street, and continued it there until his death, in 1816, when his son-in-law, John Priestly, was appointed. The successive incumbents since then have been as follows: John Bessonett, John Bessonett, Jr., 1841-45, Gilbert Tomlinson, 1845-49; William Kinsey, 1849-53; Samuel Pike,

1853-61; Hugh and Charles Dongan, 1861-65; Nathan Tyler, 1865-69; Israel Tomlinson, 1869-77; Jesse B. Mears, 1877-85; W. B. Baker, 1885-89; James Drury, 1889-95; W. H. H. Fine, 1895-99; Jacob Winder, 1899-1903; E. W. Minster, 1903.

The Badger Fishery.—In 1790 there was established in Bristol Township one of the most valuable shad fisheries in the county, that known as the Badger Fishery. For a number of years it rented for \$1,800 for the season. As high as 1,700 shad and 20,000 herring, besides a large number of smaller fish, have been caught in one day. On one or two occasions sharks, of the shovel-nosed species, have been caught. The fishery is still in operation and many valuable hauls of shad and herring are still made.

Story of a Duel.—In 1798, while the Tenth Regiment of the United States Army was encamped above the town, a duel was fought between a Captain Sharp and his quartermaster, named Johnson. It appeared that both were in love with a young lady named McElroy, and for some cause Captain Sharp challenged the quartermaster to a duel, which took place on the Iredell farm above the Hollow Creek. The first shot was premature on the part of Sharp, who missed his opponent. Johnson fired his shot in the air and said if Captain Sharp would withdraw the challenge, the matter could be settled; he refused, a second shot was fired and Sharp fell mortally wounded. Johnson immediately left for his home in Virginia. Sharp was taken to his boarding house, but died before he reached the hotel. His brother officers buried him and erected a monument, which has fallen to pieces, to his memory, leaving an inscription to be put upon the slab, which was never done.

Miss McElroy never married. During a visit from New York to Bristol she related that on the morning the duel was fought Captain Sharp arose early and was about to leave before breakfast. She had a suspicion that something serious was about to take place between the

captain and quartermaster, and requested the captain to remain with her, as she was fearful that he would be injured in a conflict with Johnson. He asked her to have no fear of anything serious happening to him. He would dine with her at the usual hour. "Boast not thyself of tomorrow for thou knowest not what a day may bring forth."

A Whiskey Story.—On the tract of land owned by Wm. McIlvane and Alexander Graden, the Tenth Regiment of the United States Army was encamped in 1798. One day the "still-house" of John Booz, who lived on the farm now occupied by the heirs of Joseph Stackhouse, was broken open and a barrel of whiskey stolen. Mr. Booz thought the deed was done by some of the soldiers and called upon Captain Sharp, who commanded the camp, and told him of his suspicions. The captain promised to investigate the matter, but he was shortly after killed in a duel on the farm now owned by Iredell's, and the result of his whiskey investigation was never known and it remained a mystery for many years as to who stole the barrel. A short time before the death of Mr. Booz, he received a letter from a man in Ohio, saying he was one of the gang of soldiers stationed near Bristol, who broke into the still-house and stole the barrel of whiskey. Hearing that they were charged with committing the deed, and that the captain was going to investigate the matter, and fearing that they would be found out and punished, they removed the barrel from its hiding place and buried it along the creek. He stated he was settled on a tract of land and had become a farmer, and that as soon as he was able he would pay Mr. Booz for his loss. That barrel has never been found, although in by-gone days many lovers of good whiskey, with a rod of iron sharpened to a point, made diligent searches by probing the ground on both sides of the creek. If the long-sought for barrel is ever found, it would be well for the finder to drink sparingly of its contents.

Bloomsdale Ferry Lane.—During Colonial times a ferry was maintained across the Delaware River at this point

and this lane (now Green Lane) was known as Bloomsdale Ferry Lane. The yellow house on the river bank was the ferry tavern, and the landing was at the low shore adjoining. The ferry and this lane leading from it, were an important east and west thoroughfare over one hundred years ago.

Aaron Burr, after his unfortunate duel with Alexander Hamilton in 1804, fled to the west. His journey took him through New Jersey, and when he reached the Delaware he crossed over on the Bloomsdale ferry and stayed over night at the Yellow Tavern. The Yellow Tavern is supposed to have been built about 1750. (Contributed by Leopold Landreth.)

Bela Badger.—The Bristol island meadows, on the Delaware, below Bristol, forming a tract of rich meadow land, were acquired by Samuel Carpenter in 1688. They were then called Burden's Island, said to contain $815\frac{1}{4}$ acres, and were described as lying between Mill Creek and Hog Creek. In 1716 Hannah Carpenter and sons conveyed the island to a purchaser. In 1774 an island near this, containing about forty acres, called Lesser Island, was conveyed by John Clark to John Kidd. In 1807 Bela Badger bought the Fairview and Belle Meadow farms, lying south of Bristol, and afterwards Bristol Island, then called Yonkin's, and subsequently Badger's Island. The tide ebbed and flowed between the island and mainland. Bela Badger came from Connecticut and for thirty years was a prominent citizen of Bristol. He owned 800 acres in all, fronting on the Delaware. He spent several thousand dollars in banking out the river from part of his land, and recovered 350 acres of very fine meadow land, and also spent a large sum to improve his fishery, known as the Badger Fishery, which he made one of the best on the river. Mr. Badger was a breeder of blooded horses, and dealt largely in fast stock. He made the first match against Eclipse with Sir Walter, and was beaten. He was connected with Colonel William R. Johnson, of Virginia, in the famous match of Henry against Eclipse, for \$20,000 a side, run on Long Island in May, 1823, and others of equal note. He was the owner

of Hickory, the sire of some of the finest colts since Messenger's day. He imported the celebrated horse Valentine, and was interested in the ownership of some of the best blooded horses of that day. Mr. Badger stood high in the sporting world, and was considered by all a man of integrity. He died in 1839, without family.

The Celebrated Bath Springs House.—This ancient structure, which was erected in 1810, was once the resort for the elite of the country. Even visitors from Europe poured their gold into the proprietor's coffers while they lingered at this pleasant old-time resort and bathed in the wonderful water, which flowed from the famous spring nearby. To this spring the house owed its existence and the popularity which drew to its shelter such men as General Mifflin, of Revolutionary fame; General Cadwalader, Dr. Benjamin Rush, of Philadelphia; James Simonton and Don De Onis, Spanish Ministers, and such celebrated people as Joseph Bonaparte, the Biddles, Baron Ludwig, the Prussian Consul, and a host of others well known in the neighborhood of the Quaker City over a century ago.

At the close of the war with Great Britain in 1816, a brilliant company gathered at the old mansion and celebrated the close of the struggle by a long-remembered ball, in which stately belles danced the minuet with distinguished army and navy officers, who had won their spurs in the conflict just ended. Festoons and flags covered the house, while Chinese lanterns decorated every tree. A dinner was given at 4 o'clock in the morning, at which statesmen, congressmen and foreign representatives sat down side by side. Among them was the Spanish Minister, Don De Onis, who lived near by. His daughter was shortly after married by proxy to a young officer in Spain. The ceremony was performed by Father Hogan, of Philadelphia, and is said to have been the first marriage of the kind in this country.

Outside of the great, lumbering coaches, which every family of means possessed in those days, the only means of conveyance was by stage. The turnpike between Philadelphia and Trenton had been constructed but a

short time and three rival lines of stages jolted the guests over the road to their destination. Joseph Bonaparte, who lived in state at Bordentown, was a frequent visitor in his barge of state, presented him by Stephen Girard, and was often accompanied by Prince Murat. The exiled prince was so charmed with the neighborhood and the people whom he met that he would have taken up his residence in Bristol had not the laws of Pennsylvania at that time precluded a foreigner from holding land.

The springs were known to exist as early as 1700. Their value for medicinal purposes was not appreciated, however, for many years; the early settlers speaking of the water, which is chalybeate in character, as "that nasty water." It was nearly 1720 before the colonists began to use the water for drinking and bathing. Dr. Rush, in 1773, read a paper before the Philadelphia Philosophical Society in which he highly recommended the water of the Bath Springs at Bristol as a cure for many diseases. After this the price of board took a sudden rise in Bristol and the town rose rapidly in importance as a fashionable watering place. A Philadelphia newspaper of 1801, said: "The Bristol baths and Chalybeate Springs are completed in a most commodious manner."

The springs were bought by Dr. Joseph Minnick in 1807. He improved the place by building the old hotel, which has been torn down, and laying out a race course on the adjoining grounds. For ten years following the Bath Springs were at the zenith of their popularity, but a law was passed by the legislature which compelled the race track to close. This, coupled with the discovery of Saratoga Springs, in 1822, reduced the famous old resort to a shadow of its former self until it was finally sold to be used as a private residence. Doctor Gill, a French surgeon of Napoleon's army, became the owner and lived in its shady retreat for many years.

Later the grounds were used by the militia, on "Training Day," and as an excursion resort. They were then much frequented by the old volunteer firemen of Philadelphia. These last were not always guarded in their conduct when away from home and they made the Springs a scene of riotous dissipation. So ungovernable their con-

duct finally became that the boats were forbidden to land excursions at Bristol.

In 1870 a new road was cut through the old property as the march of improvement went on, and the bath-houses were removed. The ruins of the old hotel remained for several years overlooking a mill pond 200 years old. Water continued to bubble from the famous springs, and still retained their former properties. Today the site is the property of the Pennsylvania Railroad Company, which is building its new line of road through the town, and touching the end of this once famous resort. Thus a few months will see the "Saratoga" of our grandfather swept into utter oblivion.

The first mention of the Bath Springs in the records of the borough was made in 1769, although in Bache's History of Bristol Borough, it is stated the Springs first obtained celebrity in 1722. The borough record of the meeting of August 7, 1769, shows that it was then a popular spot. The record says: "The Bristol Bath and Wells have at a very considerable expense been put in order for the reception of the sick and diseased, and numbers of persons by using the same have received benefit therefrom, but it being represented to the burgesses and council that the good purposes intended thereby, from the number of idle and disorderly persons who constantly resort there, especially on the first day of the week, commonly called Sunday, may in a great measure defeat the good purposes intended thereby, we therefore, in order to put a stop to the same, do order and ordain, that every person (not a housekeeper, or such who are sent by their parents, masters or mistresses for some of the water), that shall be found loitering about or within the limits of the said Bath, shall by either of the constables or Bath keeper, for the time being, be immediately taken into custody, unless they disperse at the request of either of the constables or Bath keeper."

The First Sunday School.—The first Sunday School opened in Bristol was by two maiden ladies, members of the Society of Friends, and daughters of Phineas Buckley, about the year 1811. The school was held in their

father's house, which stood on the river bank near Penn Street, and was called a First Day School. Children were taught in the New Testament scriptures only. The wife of the late William Kinsey attended this school in 1813.

In the year 1816, a Union Sunday School was organized by the Rev. Richard D. Hall, rector of St. James' Protestant Episcopal Church, John Adams, a local preacher in the Methodist Episcopal Church, John McElway, Joseph King, Henry Tomlinson and other members of St. James' P. E. Church and the M. E. Church. It was held in the upper room of the old courthouse, on Sunday afternoons, and was continued until 1822, when the Rev. Hall resigned his pastorate and was succeeded by the Rev. Wm. Jaquette, who opened a school in the rectory of St. James' Church, which was held on Sunday mornings. The members of the M. E. Church organized their school in 1822, in their church on Wood Street, the session being held on Sunday afternoon. John Adams and Henry Tomlinson were the first superintendents.

Bristol's Old Time People.—Among the wealthy and enterprising men who resided in Bristol in the early part of the last century was Joseph Head. He lived in the house previously occupied by the Spanish Minister, now owned by Ernest Lawrence. He was a man of fine personal appearance, of gentlemanly manners, and an acceptable companion in the higher orders of society. It was through his influence and liberality that some of the finest residences on the river bank were erected. He built the mansion, later removed by Messrs. Pursell and Fenimore, to make room for the erection of their two beautiful mansions, one of which is still occupied by Dr. Pursell, and the other by Stanford K. Runyon. The house was built in 1815 and was occupied for several years by Major Kneas, of the United States Army. Mr. Head also built the house now occupied by the family of the late Henry Morris, on the river bank. Mr. Head removed from Bristol to Philadelphia about the year 1824. His departure was regretted by the citizens, but to none more so than the boys to whom he was a friend. Many a dollar

he contributed to the celebration on Fourth of July, and on other public occasions.

George Breck, one of Bristol's noble citizens, purchased the Major Kneas property and occupied it until his death at an advanced age. Mr. Breck was active in all good works and was a brother of Samuel Breck, one of Philadelphia's wealthy and enterprising citizens, who, while a member of the senate of Philadelphia in 1832, presented the first resolution for the passage of the common school law.

Thomas A. Cooper, the celebrated actor, purchased the property now occupied by the family of the late Henry Morris, and resided in it for many years. Mr. Cooper was an actor of reputation in England as well as America. He married a Miss Farley of New York, whose death was the cause of much sorrow by those with whom she was intimate. Mr. Cooper had several children; his son graduated at West Point, entered the army and was stationed in Georgia. He resigned his position to accept the office of chief engineer of a railroad. One of Mr. Cooper's daughters married Robert Tyler, son of President Tyler. The female department of the White House was entrusted to her care and management. Her entertainments excelled in tasteful and ornamental display, such was the testimony of those who visited the President's mansion. A writer on the Reminiscences of Washington, speaking of Mrs. Tyler, says: "that since the days of Mrs. Madison, no one of the eminent ladies who presided over the affairs of the White House, were more dignified and lady-like than was Mrs. Tyler." Mr. Cooper was a man of fine appearance but a little austere in his manners. As an actor, none had a higher reputation. He was kind hearted and liberal in his intercourse with his neighbors, loved a joke, none of which he enjoyed more heartily when relating it, than the one that was passed upon him while walking up Broadway, New York. On one occasion at one of the cross streets, stood two black boys, chimney sweeps. As he passed them one remarked to the other. "Sam, thar goes Cooper, the play actor." His companion replied: "Pshaw, nigger! what you want

to talk like dat? You don't know what you may come to 'fore wou die."

Joseph and Abraham Warner owned and operated the Bristol flouring mills, and did an extensive business in grain and lumber. They had the confidence and esteem of all with whom they associated in public or private life. They filled the highest offices in the borough and were prominent actors in all matters that related to the welfare and prosperity of the people. They gave liberally to the poor and for the relief of all who were oppressed, bond or free. Both were members of the Society of Friends and strong abolitionists. At one time, in 1839, when the school board had granted permission for an abolitionist, name Burleigh, to speak in the school building on a Sunday afternoon, and his entrance was blocked by an angry mob, Joseph Warner, who accompanied the speaker was thrown to the ground and received severe bruises. He afterward addressed the people and, finding it impossible to reason with them, announced that the meeting would be held in the Friends' Meeting House, and invited all to go and hear the speaker. Joseph Warner was elected chief burgess in 1825 and again elected in the years 1826, 1827, 1829, 1830 and 1831.

A Queer Custom.—Evidently in the early history of Bristol, the question of finding fuel was stipulated in the contract or lease of rented property, between the landlord and tenant. In proof of this, Mr. C. Wesley Milnor has in his possession a paper reading as follows:

"Bristol, Pa., January 10, 1799.

"To Ann Brelsford:

"This is to inform thee, that if thee stays in my house another year, thee must pay me £16 pounds per year, and find thy own firewood, and thee must come here shortly and let me know whether thee concludes to stay or no."

There is no signature attached to make it complete, but we infer that it was written in good faith in accordance with the customs of that period.

A House With a History.—The old house situated on Radcliffe Street near Jefferson Avenue, now owned by the St. Mark's Roman Catholic Church and used as a

home for the sisters who teach in the parish Parochial School, is one of the most historical houses in Bristol. A short history of the premises and the man who built the house and the purposes for which it has been used makes an interesting story.

The ground is a part of a tract of land of 1,000 acres, conveyed by deed of Wm. Whittecar and wife to Alexander Graydon and William McIllvain in 1752. Wm. McIllvain was a brother of Bishop McIllvain, of the P. E. Church. Both Graydon and McIllvain were residents of Bristol and members of St. James' P. E. Church. The original tract was subsequently sold to different parties. A part, containing fifty-one acres, was bought by John



ST. MARKS' R. C. CONVENT.

Reed, who built the Mansion House in 1816, and occupied it until he removed from Bristol to Maryland, about the year 1821. His life was an eventful one; he never knew his parents, his mother, in his infancy, placed him in a bunch of reeds on the banks of Mill Creek, in Bristol, and abandoned him. It was near the residence of William Davis, a ship carpenter, whose wife, just before retiring to bed, said to her husband: "I hear the cries of a baby," and wanted him to go out and see what was the matter. He thought she must be mistaken, as he heard

nothing unusual. She insisted. A lantern was lit, when on opening the door the cries were plainly heard. Following in the direction of the sound they came to a bunch of reeds in which lay a bundle. It was carried into the house and proved to be a male infant about six weeks old. Can a mother forsake a suckling child? Yes, she may, but in the providence of Him who said "suffer little children to come unto me," there is always a kind-hearted woman to care for the little waif. Nothing was ever heard of his parentage. He was adopted by his foster parents, educated and learned the trade of his benefactor, who, on his coming of age, delivered up to him his business and retired. He carried on the business for many years, became one of Bristol's most enterprising citizens, was a large owner of property; he built some of the finest brick dwellings erected in his day. He bought a farm in Maryland and became a farmer, living to a good old age, loved and respected by all who knew him.

Many eminent men owned and occupied the place, among whom was James Johnson, who went south, made a fortune at carriage building, returned and occupied the premises several years. He sold to a Dr. Martin, a retired physician, from Philadelphia, who sold to a Mr. Richardson, a merchant, who realized a handsome fortune from his trade with the West Indies. He sold to a Mrs. Warren, an English lady, who sold to Cyrus Peirce, a retired farmer; he occupied it for many years, during which it was the abiding place of the oppressed. Many a poor slave from the south on his way to the land of freedom in the north, found food and shelter in that hospitable home. After the death of Mr. Peirce, and his wife, at the good old ages of 90 years, the property was divided among his children. The homestead came in possession of his daughters, who opened a boarding and day school for girls, which was extensively patronized, so that it became necessary for them to enlarge their building for the accommodation of their pupils. The property was sold to a syndicate and the school was continued by Miss A. Merriam for some time, when she was compelled to give it up on account of her health.

The house was next bought by a noble-hearted gentle-

man, who after putting everything in complete order for the comfort and happiness of the inmates who should be admitted, within its precincts, presented it to the Woman's Christian Association, of Philadelphia, as a home for girls. It was continued for some time under the name of the Whelan Home for Girls, but was finally sold to St. Marks' Church for the purpose heretofore mentioned.

"Yet still will memory's busy eye retrace,
Each little vestage of the well-known place."

Dick Shad, the Runaway Slave.—There lived in Bristol about the year 1818, a colored man named Richard Russell, alias Dick Shad. He was a runaway slave from Virginia, and made his way to Attleborough and stopped at the house of a friend, who, learning that he had run away from his master, gave him employment and kept him on the farm for a year. There being no travel from the Southern states in those days to that part of Bucks County, the underground railroad upon which so many of the South's valuable chattels escaped from bondage to the land of freedom, had no existence in that early day. Dick remained undiscovered by his master. Believing himself to be safe in his new home, he married and started in business. He succeeded in getting a horse and wagon and commenced the business of huckster. In the fishing season his principal business was buying and selling shad. He was industrious and saving. Being fluent in speech, he made many friends, who assisted him in his business. He moved to Bristol, bought a piece of ground on Market Street, erected a home and lived there many years. He was reluctant to tell his last name, preferring to be called Dick, hence he became known as Dick Shad. He established the first hack line for the transportation of passengers, which proved a success, but in the midst of his prosperity there came a sore trial which nearly deprived him of his liberty. On one occasion a gentleman from Virginia came to Bristol to attend the races. He employed Dick to drive him to the race course. On the way the gentleman said: "I think I have seen you before. Did you not once live in the South?" Dick, not suspecting his passenger knew anything of his once being in slavery,

replied that he had once lived in Virginia. The gentleman on his return home, living in the neighborhood of his master, informed him that whilst on a visit to Bristol he had met his old slave, who drove him to the race course. Colonel Russell desirous to recover his property, came to Bristol with his overseer and stopped at the Delaware House. While he was standing on the portico Dick drove down to the steamboat landing. He was recognized by his master, who immediately went to Esquire Bache's office and took out a warrant for his recovery. When Dick appeared before the Justice, the Colonel said: "Richard I am glad to see you again. I have missed you very much during the years you have been from home." Dick replied, "I don't know you. What you want with me? I never saw you before. I never was your slave." It soon became known that a man from the South had arrested Dick Shad, claiming him as his slave who had run away from his plantation in Virginia. Among the citizens who flocked to the Justice's office were Joseph and Abraham Warner, Friends, who with others, were determined Dick should not be taken back into slavery if they could prevent it. Colonel Russell, in supporting his claim presented a certified copy of his father's will in which it stated that Richard, with other slave children were willed to him. His overseer testified that he had lived with Colonel Russell over twenty years; that he knew Richard as his slave; that he was his master's coachman for several years before he ran away. Abraham Warner acted as counsel for Dick. He contended that the testimony was not clear enough to warrant the Justice in deciding to send this man into slavery. Some of the people became very much excited and counselled resistance against his being sent back. During the investigation Dick became greatly enraged. He declared he would die fighting for his liberty; pulled off his coat and dared any man to lay hands on him. It began to look, from the sympathy manifested for him by those present, that there would be an effort to prevent his being taken back into slavery, should the Justice decide in favor of his master. Friend Warner requested the people not to commit a breach of the peace. Should the Justice decide

to deliver him up, they would appeal the case to court. Colonel Russell, fearing from the excitement on the part of the people, that resistance would be made to his taking Dick back into slavery should the decision be made in his favor, made a speech in support of his claim to Richard as his slave. He said he had produced a certified copy of his father's will, showing that he had been willed to him, and the testimony of the overseer established the fact that he had been in his possession as a slave. Friend Warner said the testimony of the overseer had not been supported by other witnesses and this man ought not to be sent into slavery on the testimony of one man. The Colonel then said he would mention another circumstance—that at the time Richard ran away he missed a gold watch that belonged to his father. Diligent search had been made for it, but it was never found. He suspected Richard had taken it as he had access to the house. A part of his duty besides taking care of his horses was to wait on the table. That from what he had seen when Richard had his coat off on the present occasion, he was in possession of a watch, the chain of which bore resemblance of that attached to his father's watch, which was a double case gold watch; that it had the initials of his father's name on the inside of the case, "R. T. R." That the chain was made of plaited hair, on which was a gold clasp and a large gold-rimmed key, enclosing a reddish stone, on which was engraved a man with a gun and dog; he desired that the watch be produced. Dick declared he had no such watch in his possession. One of the citizens present said he had seen a watch in his possession. The Justice told him he must produce it. He persisted in saying he had no such watch. Friend Warner said to him, "Richard, if thee has a watch let me see it." He then handed him the watch, saying he bought it from a colored man. Upon examination it proved to be the watch described by the Colonel. The Justice said the testimony was sufficient to warrant him in delivering Richard to his master. The Colonel asked for a commitment to take him to jail until he could take him back to Virginia. Dick became very much excited and plead with the people not to suffer him to be taken to Virginia.

He would rather die on the spot than be taken back. A proposition was made to raise by subscription, money to purchase his freedom. A committee was appointed to wait on the Colonel to ascertain on what terms he would grant him his freedom. He said he was a valuable man to him, that he not only had a right to his services, but he had a claim upon his son, a boy about 14 years old, but if they would pay him \$500 and deliver up the watch, he would give him his freedom papers. The committee then waited on the citizens soliciting donations. They succeeded in raising \$150, the most of which was given by the Warners. The committee again waited on the Colonel to see if he would agree to take a lesser sum, as they could not raise the amount demanded. He said Richard and his son would be worth to him in Virginia \$1,500. The committee said the boy's mother, on hearing the Justice's decision had packed up his clothes and bade him run for his life, and that he had left the town. The Colonel finally agreed to take \$350 and the watch. A Friend said he would loan Richard \$200. The money was paid with the watch and Richard Russell, alias Dick Shad, became a free man. Thus ended the first and only slave case ever tried in Bristol. Dick's son never returned to Bristol. His parents never heard from him or knew what became of him.

The Farmers' National Bank.—The Farmers' Bank, the first in the county, was organized in 1814. The books for subscriptions were opened at various points from August 8th to the 19th, and the commissioners met at Doylestown on the 20th. The stockholders met at Harmon Mitchener's, Milford (now Hulmeville), in Middletown, December 5th, to choose directors and fix upon a place for locating the bank. The directors chose John Hulme the first president, and George Harrison the cashier. Joseph Pickering was elected clerk. A portion of the house of George Hulme was occupied as a banking room, and the president was directed to procure a large chest made of strong plank, covered with sheet iron, and secured by strong locks and bolts in a secret manner. This box is still in the possession of the bank, kept as a

relic of its early days. Joseph Hulme became president in 1818, John Newbold in 1821, Anthony Taylor in 1823, John Paxson, Anthony Burton, Caleb N. Taylor and Benjamin Taylor subsequently. George Harrison was succeeded as cashier by William Newbold in 1823; Robert C. Beatty was elected to this office in 1827; C. T. Iredell in 1867, and Charles E. Scott, the present incumbent, in 1882. The original capital was \$60,000. This was increased to \$90,000 in 1836, and to \$92,220 in 1837, at which sum it has since remained. It was reorganized as a national bank January 13, 1865, and has been rechartered. The surplus fund is



FARMERS NATIONAL BANK.

almost three times as much as its capital. The bank remained in Hulmeville until 1830, when it was removed to Bristol and located in Dr. Pursell's building on Mill Street, now occupied as a bakery by Axel Swain. In 1833 it was removed to its present location. The building it now occupies was built in 1818 by James Craig, of Philadelphia, for a summer residence at a cost of \$15,000. Mr. Craig resided in the building until his death, and it was afterward occupied by his sisters. During their

occupancy Lieutenant Hunter, of the navy, who killed young Miller of Philadelphia, in a duel, and his second, Lieutenant Burns, were both secreted in the building until public indignation had subsided and they were suspended. They were both afterward restored and Hunter became the somewhat celebrated "Alvarado" Hunter.

First Woolen Mill.—A woolen mill was erected in 1815 by Joseph and Abraham Warner, at that point on the south side of Mill Street now occupied by the canal and the railroad. It was a three-story frame building, forty by eighty feet, and comprised 780 spindles, with the requisite cording and other machinery, two hand looms for weaving satinets, and six looms for plaids and checks, employing twenty-four hands. The mill was leased to Isaac Pitcher. A dispute arose between him and the owners, involving his right to use the water power when there was not sufficient to run both mills. Pitcher was defeated in the courts. He removed his machinery to Groveville, N. J., and the abandoned building was afterward destroyed by fire.

Sime Ento, the Spanish Minister.—Among the many families of wealth and social position, who have lived in Bristol from time to time, was one Sime Ento, the Spanish Minister of the United States. He lived on Radcliffe street in the house now owned by Ernest Lawrence, next door to the Elks' Home. It is related that he built a miniature fort at the foot of his grounds facing the river, upon which two small brass cannon were mounted. There were two sets of halyards upon the flagstuffs, one for the flag of Spain and the other for the national colors of this country. On a certain Fourth of July occasion William Gosline, who had charge of the munitions of war, was directed to run up the flags. He did so in such a way as to place the stars and stripes above the flag of Spain. Sime Ento inquired with some surprise why they were not run up together, upon which Gosline replied, "His country's flag first, and those of others afterward," a sentiment which his master was generous enough to appreciate. He was recalled after some years and succeeded as

minister by Don De Onis, who took up his residence on Radcliffe Street, and laid out the grounds adjoining with care and taste. It is said that the marriage by proxy of his daughter and a Spanish army officer was the first ceremony so performed in this country. It occurred at high noon in both countries, Father Hogan, of Philadelphia, officiating at Bristol. Augustus Claudious, the German consul at Philadelphia; Baron Ludwig, of Prussia, and Captain Piquet, of the French navy, all resided here and as the representatives of their respective governments, added much to the wealth and respectability of the community.

Don de Onis lived in the house adjoining the residence of Robert Clark, on Radcliffe Street, two doors north of the old Presbyterian Church. The lot embraced all the land between Radcliffe, Mulberry and Cedar Streets, to the line of the property now occupied by E. W. Minster. The grounds were laid out in serpentine walks, artificial bridges and planted with beautiful shrubbery. Don de Onis had two daughters and they could be seen morning and evening with their governess, promenading through the garden sketching whatever was beautiful and attractive. The elder daughter was an artist of considerable merit. Her drawing of the scenery along the river bank, the island opposite, with Burlington in the distance, was a beautiful picture. She took it to Spain to show her friends the beautiful home she occupied in Bristol.

Augustus Claudius the German Consul, lived in the house recently demolished, where the Elks' new home is now erected. He bought the lot at the corner of Radcliffe and Walnut Streets, enclosed it with a high wire fence and laid it out in beautiful plots for a playground for his children. He became involved in financial difficulties and his property was sold, and Paul Beck, of Philadelphia, who advanced him large sums of money, became the owner, and Claudius returned with his family to Germany.

Baron Ludwig, the Consul from Prussia, with his wife and daughter, boarded with J. R. Scott, who kept the Cross Keys Hotel, now occupied by Franklin Gilkeson

as a real estate office, and Emil Martin as a drug store. The daughter died of scarlet fever and was buried in St. James' graveyard. A broken column marks the place where the little one is interred.

Antonie Furey Piquot, Knight of the Order of St. Louis, captain in the French navy, came to Bristol from Boston. He stopped with Mr. Bessonett; who kept the Delaware House, where he remained a year and then rented a house. He was wounded in a duel with a fellow officer, which rendered him unfit for duty in the navy. He died in 1845, and was buried in St. James' churchyard.

Bristolians Drafted Into Military Service in War of 1812.—Under date of October 17, 1814, the following record is made: "The inhabitants of the Borough of Bristol were notified to a meeting at the council chamber, at 3 o'clock, to consider the best mode of relieving those families of drafted militia that may be in want. It was the opinion of the meeting, that the burgesses and council were the most suitable to provide the means and appoint the committee to inquire into the wants of their families. The borough officers agreed to meet at the house of John Bessonett, at 6 o'clock in the evening, to consider on the above business. The borough officers met agreeably to agreement; 'Whereas it appears necessary that a certain sum of money should be appropriated for the use of the drafted militiamen's families; Resolved, that \$100 be appropriated for said use.' "

Jones' Ship Yard.—In the early part of the last century, a shipbuilding industry was founded at the junction of the Delaware River and Adams Hollow Creek, by Messrs. Kirk and Lamb. They were succeeded by a man named Thompson. The latter sold his business to Risley and White, and they, in turn, were succeeded by Captain William Jones. Although the industry has been discontinued for upwards of thirty years, yet the name has clung to the location, and to those of this generation it is still known as Jones' shipyard. During the years when the yard was in operation, many large and costly schooners were built and it is the purpose of this article to give the names of as many as can be remembered by

some of our oldest citizens, to whom the writer is indebted for the information here given.

Between 1840 and 1850, two schooners were built for Terrence Brady, Sr., a resident of Bristol Township. One was named George Washington, in honor of the "father of our country," and the other the Enterprise, the latter one being in charge of Captain James McClain. Both schooners were of 150 tons each. The next one built about 1852, was a large schooner, perhaps 250 tons, named Adele Felicia, for a daughter of James Johnson, an old resident of Bristol and a stockholder in the vessel. She was commanded by Captain Rackett, a prominent resident of New Jersey.

The following schooners were next built in the order named: Harriet and Sarah, named for the two daughters of Captain William Tice; Thomas C. Worth, about 300 tons, built for parties in Philadelphia and lost on her first voyage; Mary A. Bromley, Captain Daniel T. Muncey, a resident of Bristol, and owned by New Haven, Conn., parties; Increase, which also went to an Eastern port; Isaac Anderson, owned by residents of New Jersey; Allan Downing, built for Captain Edward Rice and other Bristol residents; Emeline Rickey, Captain Lewis Tice, named for a daughter of Kirkbride Rickey, a farmer in Bristol Township and a stockholder; Reindeer, owned by Captain Lemuel Jarvis and others.

The James Buchanan, a 300-ton schooner was built in 1856, for Captain Albert De Groot and other residents of Bristol. She sailed from here in the fall of 1856 with her first cargo of coal for New Orleans, where she arrived safely, and was subsequently sold at a good figure to parties who sent her to Cuba. From there she sailed to the coast of Africa, bringing back a load of slaves for Cuba. Twice afterwards, she sailed to Africa and brought back a cargo of slaves. On her last trip she was chased by a British man-of-war, but being a fast sailer, she reached her destination first, landed her slaves, then ran into the Bay of Honduras, and was burned by her crew, who made their escape in small boats.

The next schooner to be built was the Nathan Tyler, named for one of the stockholders. She was commanded

by Captain George D. Hunter, a promising and well built young man. In December, 1857, the vessel encountered a severe gale of wind. The Captain, who was at the wheel, gave orders to heave the anchor overboard and ran to help the crew. In the excitement, Captain Hunter picked up the anchor himself and threw it into the water, thus saving the schooner from damage, but injuring himself internally, from which injuries he died in a few days, leaving a widow and one child, a little boy. His remains were interred in the M. E. burial ground, of which church he was a much respected member. The schooner Wm. H. White was next built and commanded by Captain John Montgomery. This was followed by the "Anthony Burton, Captain Levi Johnson commanding, and the sloop Catch Me If You Can, belonging to D. Landreth & Son, and commanded by Captain Henry Hibbs.

The Lucius H. Scott, a schooner of 300 tons, and owned by her Captain, Lemuel Jarvis and other residents of Bristol, was built on the upper side of the Hollow Creek. She was loaded with coal and went down one calm morning off Fire Island, near New York, caused by a break in her water pipes in the state room. Her crew escaped in small boats.

The following schooners owned by Bristol parties were built elsewhere: Mary Tice, Captain James Tice; Jessie W. Knight, Captain Charles Fenton; Ellwood Doron, Captain Lemuel Jarvis; Gilbert Green, Captain John Fisher; John C. Henry, Captain Herbert M. Fenton; Hannah Warwick, Captain Somers Warwick; Ellwood Burton; Margaret Mary, Captain Morris Lawrence; Hile Wright, Captain John Fisher; Lizzie D. Small, Captain Lewis Tice; Mattie E. Hand, Captain E. C. Hand; John Dorrance, Captain Edward Rice. The last named boat left New York, December 23rd, 1864, for Philadelphia, with a cargo of loose barley. While nearing Cape May a violent wind and blinding snow storm was encountered and after three unsuccessful efforts to enter the capes, the vessel was blown on her beam ends and the barley getting wet shifted, rendering the schooner unmanageable and driving her some 500 miles toward the Bahama Islands. The crew were kept at the pumps day

and night. Their provisions being spoiled by the salt water, they lived on roasted barley for sixteen days, when they were rescued by a passing steamer and carried to New York. William Munce, Sr., was the steward on this vessel and during his life, gave many thrilling accounts of the disaster.

Captain Heiss, who lived in the house now owned and occupied by Jessie W. Knight on Radcliffe Street, operated a boat yard which extended to the property owned by G. M. Dorrance at the corner of Radcliffe and Mulberry streets. Captain Jacob Johnson, Sr., who followed the water many years, bought the sloop New Jersey, brought her to Bristol and had her repaired and enlarged on the ground where Dr. Lehman's residence now stands. The sloop was wrecked on Cornfield Shoals.

Joseph Bonaparte, ex-King of Spain.—It is said that on the arrival of Joseph Bonaparte in America in 1816, in looking at several properties with a view of purchasing, he was much pleased with two in the neighborhood of Bristol; the one owned by D. Landreth & Sons above, and the place called China Retreat, below the borough, one of which he would have purchased had it not been that the laws of Pennsylvania prohibited a foreigner from holding real estate. New Jersey had a similar law. The legislature repealed it as an inducement for him to settle in their state. He purchased a large tract of land at Bordentown and spent many thousands of dollars in buildings and improvement of the land. New Jersey has since been called Spain.

Major Lenox and the Keene Mansion.—Major Lenox who represented the government of the United States at the court of St. James, was a resident of Bristol for many years. He built the splendid mansion known as the Miss Keene's residence, which she occupied many years after the major's death. It was built in 1816 during the residence of the major and his lady in Bristol. They were visited by many distinguished men of this country and Europe. Joseph Bonaparte, ex-king of Spain, whose residence was at Bordentown, N. J., was a frequent visitor. He would come down the river in his splendid

barge accompanied by his nephew, Prince Murat, rowed by four oarsmen, with the American and French flags flying fore and aft. Some times he would drive down, coming by way of Trenton. On one of his visits he met with an accident that came near being a serious matter. In those days it was a custom in repairing the roads by the supervisors, to scrape out the dirt so that the water could pass from one side of the road to the other; they



THE KEENE MANSION, RADCLIFFE STREET.

were called fall-backs. In crossing one, the driver, not noticing it, was thrown from his seat. The horses became frightened and started on a run. Bonaparte opened the door of the carriage and jumped out. He fell on his head and was unable to rise. Dr. Phillips, who was returning from a visit to one of his patients in Tullytown, overtook the driver who informed him of the accident. The doctor whipped up his horse and found the ex-king sitting by the roadside. After examination, finding no fracture of the limbs, he brought him to Bristol. He remained at the Delaware House under the treatment of the doctor until the next day, when he returned home.

The horses and carriage reached Bristol before they were overtaken, and upon examination it was found that no serious damage had been done. It was said that a few days after the return home of Bonaparte, the doctor received a letter containing a \$100 bill.

Major Lenox's niece, Miss Sarah Lukens Keene, who was one of his family, fell heir to his estate. She was a lady of personal beauty, as well as mental culture. During the residence of her uncle in England, she frequently attended the receptions given to the foreign ministers by the king, who, on one occasion led her in the dance, after which he complimented her on her beauty and gracefulness. During her stay in England she was known as the American beauty. Shortly after the major's return home, John Hare Powell made her acquaintance and courted her with a view to marriage. When he solicited her consent she referred him to her aunt. When he called upon the old lady she listened to his pleadings and replied: "Mr. Powell, you ask my consent to your marriage with my niece. My answer is Miss Sarah L. Keene is intended for the son of a duke or a lord and not for the son of a brewer. The gentleman picked up his hat and departed and the courtship ended.

John Hare Powell married and became one of Philadelphia's honored and enterprising citizens. Miss Sarah died an old maid. She devised her beautiful mansion on the river bank, its furniture and several thousand dollars to the Bishop of the Protestant Episcopal Church of the diocese of Philadelphia, in trust, for the maintenance of five, six or more aged gentlewomen, widows or single women of respectability and decayed fortunes, who had become destitute in old age. Since the death of Miss Keene down to the present year the property remained as it was at the time of her departure. Nothing apparently had been done to carry out the noble bequest of a benevolent hearted lady. Last year (1910) the heirs of Miss Keene endeavored to set aside the will, on account of the failure of the trustees to fulfill its provisions. A few months ago, to the great surprise of the Bristol people, who for years have looked upon the property as "the haunted house," the shutters of the building were thrown

open, carpenters and painters have plied their trades on the inside and outside, until today it resembles somewhat its former glory and grandeur. This action of the heirs has forced the trustees to at last carry out the wishes of the testatrix.

The house is white plastered on the outside and contains large rooms and windows. All the fixtures, mantel pieces and staircases are of the colonial style. At the front and over the large door is a hood of colonial architecture, on the front door is a knocker in the shape of an eagle and just to one side is an old fashioned door bell, all of which add to the beauty and quaintness of the house. A large lawn surrounds the house. In the rear the lawn slopes gently down to the river. Here an opening is seen overgrown with vines but upon closer examination it appears to have been a passageway which led to a large cave under the ground. Many stories are told about this cave. It has been said that at one time, during the Revolutionary War, Washington and some of his men hid therein. Others say it once had an entrance to the house and was used as a secret passage to the river, but the most likely story is that at one time it was used simply as an ice house. Entering the house by the front door one first comes into a large reception hall where a staircase of pure mahogany leads to the upper floors. In this hall a large tablet is seen upon the wall, placed there by Sarah Lukens Keene, the owner, in memory of her aunt, Tracy Lenox. The tablet bears the following inscription:

"Sarah Lukens Keene bequeathed and dedicated this house to which it is by her will directed from devoted affection, to the memory of her dearly beloved aunt, Tracy Lenox, who died in it on the twenty-fourth day of August, 1834, and it is consecrated to her memory to be a monument and perpetual memorial of the testatrix, love and reverence for her who was her parent in every deed, the tender, affectionate guardian and guide of her infancy, and the true and faithful friend of her mature years; whose warm heart glowed with benevolence, sympathy and feeling for the unfortunate and destitute, and whose open hand was always ready to extend relief, and her kindly voice to utter words of consolation to the bereaved and afflicted."

From the reception hall one next enters the reception room, then the parlor and lastly the dining room, all of which are spacious and beautiful, with marble mantels and large windows. Out from the dining room is a balcony which commands a fine view of the river. Going up the winding stairs a balcony is seen with the railing of pure mahogany. This leads to the hall on the second floor, where doors on each side lead into four bedrooms, all the woodwork being plain and painted white. The rooms on all the floors have white plastered walls. A still narrower stairway of the same design leads to the third floor, which has five rooms and two hallways. In the ceiling of one of the halls is a trap door leading to a loft where it is said the servants were made to sleep. Going back to the basement one sees two rooms and a hallway. Over the building many closets are seen which were made after the pattern of those used in colonial days.

Lafayette's Visit, Monday, September 27, 1824.—Lafayette was met at Morrisville by Governor John Andrew Shultze, of Pennsylvania, who extended him a hearty welcome as he stepped upon Pennsylvania soil. Lafayette rode in a splendid barouche drawn by six dark cream colored horses, with two outriders on horses of the same color. The First City Troop of Philadelphia, under Captain John R. C. Smith, acted as the immediate escort of the general. Other troops from Philadelphia and Bucks Counties and a numerous cavalcade of citizens, attended him to Bristol, where he arrived at 1 o'clock. Governor Shultze followed Lafayette in a barouche drawn by four black horses. The whole surrounding country poured its inhabitants into Bristol to witness the arrival of the "nation's guest." William F. Swift, Dr. John Phillips and David Dorrance had been appointed a committee to give him a grand reception. A triumphal arch was erected at the Hollow Bridge, with the inscription, "Welcome Friend." The citizens turned out and formed on both sides of the street, mothers with babes in their arms and old men leaning on their staffs. After the reception he was escorted to Mr. Bessonett's

private mansion, the house now occupied by Curtis Howell, at the corner of Radcliffe and Mill Streets. The committee had prepared a splendid lunch for the general and his suite; speeches were made and good hearty hurrahs given. After the crowd had gone, Mrs. Bessonett was introduced and related the circumstances of her having nursed him during his former stay in Bristol, from the effects of his wound received at the battle of Brandywine. He recognized her and expressed great pleasure in meeting one who had been so kind and attentive to him during his sickness in Bristol. After a rest of two hours, the line of march was formed and the procession marched to the Philadelphi county line at Harrowgate, under command of Major General John Davis, who commanded the Bucks County Militia, and Joseph Hough, of Point Pleasant, Bucks County, lieutenant-colonel of the Thirty-third Regiment, and reached Frankford at quarter before 7 o'clock Monday evening.

The arch disappeared for a number of years, but when Andrew Shaffer took possession of the Badger farm, near Bristol, some years ago, the old arch and a life-size oil painting of General Lafayette were found stored away in one of the barns. The painting was destroyed several years ago by a party of tramps, who entered the barn and maliciously cut the canvas into ribbons. Upon the arch is the inscription: "Welcome Friend," which greeting was intended, when the paint which formed the words were new and fresh, for General Lafayette. Several times since the finding of the arch, it has been used upon important occasions in Bristol. The arch is still well preserved, and is now in the custody of Henry Clay Beatty Post, No. 73, G. A. R.

A Tale of the Stage Coach Days.—Dr. Howard Pursell hands down the following story, having received it from the late William Kinsey. It relates to the old house, 213 Cedar Street, next to Masonic Hall, now occupied by Samuel Scott:

"Some time in the twenties of the last century, a gentleman took the stage in New York, intending to travel to Philadelphia and thence to Washington. The stage arrived at Bristol about midnight and the journey was

halted at the Delaware House. Here the horses were changed and the passengers given an opportunity to seek refreshments.

"The gentleman left the conveyance to take a short walk in order to relieve himself of the stiffness occasioned by the long journey. It was a beautiful, crisp autumn night and the brilliant moon cast its gentle sheen upon all surrounding objects giving them a startling distinctness. The man walked up Radcliffe Street towards Market. When he reached Market he was startled at the sight of a young woman who appeared suddenly from the dark shadows thrown by the old town house. The moonlight shone full upon her as she reached Radcliffe Street, and the traveler could see that she was young and very fair. Her face was pale and her eyes were flashing with a strange fire. She was clad in a loose gown, which fluttered in the cool breeze. Suddenly she saw the stranger on the opposite side gazing at her curiously. She had walked out Market Street as if with the intention of crossing Radcliffe, but upon noticing the gentleman, she turned sharply and stepped with a quick nervous step up Radcliffe Street. The stranger thought the matter somewhat extraordinary, but finding his time too short, returned to the stage, which was about to resume its way towards Philadelphia. On his trip to Washington he mused over the matter, the recollection of which constantly reverted to his mind with that inexplicable persistency with which certain occurrences will annoyingly obtrude themselves in one's thoughts at inopportune moments. Several weeks later he returned to New York by the same route. The stage as was customary, stopped at the Delaware House to afford the passengers time to dine. The gentleman betook himself to mine host, who was John Bessonett and rallied him upon the impropriety of Bristol's young ladies, walking about unattended at midnight. Bessonett appearing confused, the man explained the occurrence of a few weeks before. The landlord then told the stranger the remainder of the story. The young lady lived in the house on Cedar Street, No. 213. That night, at midnight, she had risen from her bed, doffed her street apparel and walked down Market Street to the point where the traveler had seen her.

"The following morning several articles of women's clothing were found on the wharf at Walnut Street. It was soon learned that the young woman was missing, and it was naturally presumed that she had done away with herself in the Delaware. Subsequently the proof of the supposition was demonstrated by the appearance of the body floating in the river."

Rowland Stephenson.—Among the residents of Bristol, 1825-1856, was a man quite distinguished because of the social position which his family occupied in England, and because of an unfortunate notoriety which he himself gained by reason of some charges of embezzlement. This man's name was Rowland Stephenson, a man of high attainment and distinguished appearance. He was a son of an Englishman of rank, and at one time a banker in the City of London.

His confidential clerk speculated in trust funds, and lost \$150,000; upon which Stephenson made the mistake of leaving home. A writ of outlawry was taken out and the law officers followed Stephenson to America. These officers arrested him, without a warrant, and pressed him on an English vessel sailing from the port of New York for London. The ship becoming disabled at sea was finally taken to the port of New Orleans. Here Stephenson was released, and returning to New York City met Captain John Myers, of Bristol, who had transacted business with him at London.

Captain Myers invited Stephenson to his home at Bristol, and in 1825 he took up his permanent residence in Bristol, where he remained until his death in 1856. He was buried in the churchyard of St. James.

His son, a captain in the British Army, in 1852 had the outlawry process revoked, but his father would not return.

He was a member of the celebrated Beef-Steak Club of London, an interesting reference to him will be found in Volume No. 1, Colburns' Clubs of London, 1828.

His executors were Lucious H. Scott and Robert C. Beatty, who forwarded \$20,000 to his son, Sir Rowland Stephenson. (Contributed by Captain Burnet Landreth.)

EPOCH VI.

BRISTOL A COALPORT TOWN.

From 1827, the Construction of the Canal, to 1861, the
Opening of the Civil War.

History of the Canal.—In 1886, the late William Kinsey, who was a local historian, furnished the Bucks County Gazette with the following history of the Delaware Division of the Pennsylvania Canal. The scenes and incidents described were of personal knowledge to Mr. Kinsey and are therefore authentic.

In 1827, the legislature of Pennsylvania passed an act for the construction of a canal from Bristol to Easton. In October of the same year a large number of people, in pursuance of public notice assembled at Bristol to celebrate the opening of one of the first canals constructed by the state.

The day was beautiful and unusually warm for the time of year. At 11 o'clock some 500 men, under the command of William F. Swift, who had been appointed marshal by a meeting of the people for the occasion marched to the ground now owned by the Dorrance Brothers, near lock No. 3. At noon prayer was made by the rector of the Protestant Episcopal Church, after which an address was delivered by Peter E. Brown, a prominent member of the Philadelphia bar. George Harrison, of Hulmeville, and Peter Ihire, of Easton, appeared, one with a wheelbarrow and the other with a pick and shovel. Ihire commenced to dig a trench and throw the dirt in the barrow. Harrison then wheeled it a short distance and dumped it in a heap. The marshal then made a speech congratu-

lating the citizens of the county on the opening of one of the grandest enterprises of the age. The band played "Hail Columbia," and the people gave three cheers that made the welkin ring. The procession re-formed and marched to the Delaware House, kept by Mr. Bessonett, where some 200 people dined and made speeches.

There had been much contention on the part of the people living between Morrisville and Bristol as to the proper place for the terminus of the canal. Those living in the neighborhood of Tullytown advocated Scott's Creek, near that town, as the best place for its connection with the river. The citizens of Bristol contended for



PURCELL'S LOCK; DELAWARE DIVISION, PA., CANAL.

Bristol borough. The canal commissioners held several meetings to hear the parties. The surveyors of the route favored Scott's Creek and it began to look as though that would be the place. The citizens of Bristol desired another hearing, saying that they wanted to present some facts to the board that had not been possible to get up to that time. The commissioners adjourned to meet at the Delaware House to make final decision. The citizens employed Counselor Swift to appear before the

board in behalf of Bristol as the best point for the terminus of the canal. He employed two men who followed the water to secretly make soundings of the river to ascertain the depth at both points. When the board met, the advocates for Tullytown were first heard in favor of Scott's Creek. Swift then addressed the board in behalf of Bristol. He produced the men who made the soundings of the river. They swore there was not sufficient depth of water at Scott's creek at any time of tide to float vessels carrying 200 tons, while at Bristol there was sufficient to float vessels carrying 500 tons.

That settled the question. The commissioners declared in favor of Bristol. The advocates for Tullytown were dissatisfied. They charged the people of Bristol with acting unfairly in not informing them that they were going to make soundings of the river so that they might have been present to see that the depth of the water was properly taken. They claimed that it would have been a saving to the state of many thousands of dollars in making Tullytown the terminus. The expense in excavation of four miles of canal and the construction of three locks and six or eight bridges between Tullytown and Bristol might have been saved to the state.

David Dorrance and Richard Morris, citizens of Bristol, contracted for the excavation of the canal, building of the locks, bridges and wharfing from Bristol to Yardleyville. They completed their contract in the summer of 1830 and the canal was declared open from Bristol to New Hope.

A boat prepared for the occasion, containing a number of citizens, drawn by four horses, made an excursion to New Hope. There was great rejoicing on the occasion; a public dinner at the expense of the borough was given, speeches were made, the town house bell rung, and at night bonfires lit up the streets.

The whole line of the canal from Bristol to Easton was completed in 1832 at a cost of \$1,374,743. It is sixty miles long, forty feet wide and has a depth of water of five feet, twenty-four locks ninety feet long and eleven feet wide with lifts from six to eight feet.

After the completion of the canal and commencement

of shipping of coal to the Eastern states, business began to increase. There was a demand for Bristol property having a river front and it sold for good prices. Wharves were built and depots were established from the basin to Walter Laing's place from which coal was shipped in large quantities by the Lehigh, Beaver Meadow and Hazleton Coal Companies, Downing & Wood, Downer and others, giving employment to several hundred men at good wages.

As many as twenty vessels would be waiting to take on cargoes, some of them of heavy tonnage. The brig *Eagle* took on 450 tons at \$2.50 per ton. Over 250,000 tons of coal were shipped in one season. The captains would take in their supplies before sailing from Bristol, making a lively trade for the dealers in their line. An average of 250 horses a week would be fed and cared for, consuming large quantities of hay, oats and straw, making a good market for the farmers. Many men made money and got rich.

But there came an end to this prosperous and desirable state of things, caused by two events: the shipping of coal by the Reading Railroad Company from Philadelphia and the construction of the outlet lock at New Hope. The Reading Company's shipping depot being twenty miles nearer the capes than Bristol had the advantage in time and distance in sending coal to the eastern markets. The coal companies sending their coal via the Lehigh and Delaware Division Canals, in order to compete with the Reading petitioned for an outlet lock at New Hope to enable them to send their coal via the Delaware and Raritan canal to Newark, Perth Amboy and New York, from which points coal could be shipped east at less rates than from Bristol.

The loss of the coal trade was a sad blow to Bristol. Over 300 persons left to seek employment elsewhere. The town subsided into a state of extreme lethargy. The life was completely taken out of it. The old residents walked through the quiet streets and enjoyed the balmy air of summer, and sat around their firesides during the fierce blasts of the winter months and waited for something to turn up. They knew that from its favorable situation

between the largest cities of the United States, New York and Philadelphia, its unequalled facilities of transportation, its natural advantages of various kinds, that the time would come when Bristol's arteries would again pulsate with the throb of business life.

In 1858, by Act of April 21st, the State sold its public works to the Sunbury and Erie Railroad Company for \$3,500,000. On July 10th, the same year the Sunbury & Erie sold the Delaware Division Canal to the Delaware Canal Company of Pennsylvania for \$1,800,000. The company issued bonds to the amount of \$1,200,000 and stock for the same amount. In April, 1866, the Canal Company released the canal to the Lehigh Coal Company for ninety-nine years at a rental of 8 per cent.

The Town Hall.—The town hall has a history. Samuel Scotton, who retired from business in Philadelphia and settled in Bristol, built and occupied the house now owned by Fred Leibfried, the last one on the south side of Otter Street. Friend Scotton was a genial old gentleman, prominent in good works. In his will he left to the burgess and council of Bristol the sum of \$200, for the purpose of assisting in purchasing a town clock, provided the council built a town hall within five years after the death of his wife. She lived some fifteen years after his death and the matter had been forgotten by Council, as no record had been kept of the time of her death. The Burgess, who was his executor, in looking over some borough papers in his possession, found a copy of the will. On examination he discovered that to secure the \$200 the hall must be inclosed within five years after the death of the widow. Inquiry was made as to the time of her death and it was found she had been dead four years and ten months. The council was called together and the facts laid before them. The burgess stated that the hall must be enclosed on or before the 31st of December, 1831, to secure the gift. Council passed a resolution to commence at once to build. Then there arose the question where it should be located. A good deal of feeling was manifested on the subject. Some wanted it on the borough lot, corner of Wood and Mulberry Streets, others

contended that it should be built on the market house lot, corner Market and Wood Streets, as that was the most central part of the borough, another party wanted it located on Radcliffe Street so that persons passing up and down the river in the steam boats could see that Bristol had a town hall and clock. Council referred the matter of location to a committee, which reported in



TOWN HALL.

favor of its present site. Market Street not being wide enough to have a roadway on each side of the hall, a strip of ground was purchased from Thomas G. Kennedy, thirteen feet wide, for \$300.

The building was commenced about the middle of November, and on the 31st day of December, 1831, it was

roofed in just in time to secure the \$200. The building of the hall cost \$2,700. The clock which was made by Isaiah Lukens, of Philadelphia, cost \$500. The bell cost \$156; the lot, \$300; incidental expenses, \$125. Three thousand seven hundred and eighty-one dollars was expended to secure a gift of \$200.

The First Railroad.—The railroad came to Bristol in 1834. The track was made of flat iron bars laid on North Carolina stringers. The first train of cars run on the road was from Trenton to Bristol, drawn by horses. It ran down Market Street to the wharf, and passengers for Philadelphia were transferred to a steamboat and carried down the river to their destination.

The first locomotive was run on this road in 1834. One of our respected townsmen, C. Wesley Milnor, who is now over 70 years of age, says he can clearly remember the trains going and coming down Market Street when he was a small boy, in 1850. The boat would come to Bristol from Bordentown and wait at the wharf to carry the passengers to Philadelphia. Mr. Milnor sold the Philadelphia newspapers to passengers from Bordentown and Trenton, and some mornings, would sell from thirty to fifty papers, while the passengers were being transferred. Although not absolutely certain, yet he thought there were three trains daily, one from Trenton and two from New York. After a time the line was extended to Tacony, then again to Kensington and finally to Broad Street.

The old depot at the foot of Market Street was used during the Civil War as a store house for hay and straw, wherein hundreds of tons were baled and shipped to the front for the army. The building was later on demolished.

The names of the boats which performed daily trips between Philadelphia and Bordentown in those halcyon days were the Trenton, Philadelphia, John Stevens, Richard Stockton and the cumbersome Burlington. The John Stevens was destroyed by fire which broke out at midnight while she was lying at her wharf at White Hall; the Trenton was converted into a tow boat; the Stockton

was sent to South Amboy, where for years it ran to and from New York daily, while the long, awkward looking Burlington was transferred to Philadelphia, where she was used in conveying cars loaded with freight across the Delaware. Among the captains were: Captain Kester, Captain Thompson and Captain Stackhouse, the latter for many years commanded the Edwin Forrest which was the only passenger boat which ran as far up the river as Bordentown. Peter Bloomsburg and Robert Allen, Sr., were two of the old engineers.

The First Public School Board and the First Public School House Erected.—The first board of school directors elected under the law of 1834, was in March, 1835. The gentlemen who composed that board were: Joseph Warner, James Johnson, William S. Perkins, William F. Swift, James Harrison and Gilbert Tomlinson. The board made arrangements to carry out the objects of the law by levying a tax of \$450 and renting rooms for the accommodation of the children. They employed as teachers the Rev. Mr. Canfield, then a student for the ministry, and Mrs. Deborah Johnson. The schools increased in numbers and it was found necessary, in order to accommodate all the children who desired admission, to erect a building for school purposes. This gave rise to much discussion and some opposition to the law, the opponents contending that the cost of building a new house would be oppressive to the large property holders, as it would increase their taxes and afford them no benefit, for their children were educated at their own expense and it was not just to tax them to educate other men's children. The friends of the school system, after holding a meeting on the subject, determined to make the building of a new school house, an issue before the people at the next election. In March, 1837, three new members of the board in favor of building a new school house were elected. They were Jonathan Adams, David Woodington and William Kinsey.

The first minutes of the Bristol Public School Board are dated March 27, 1837. The meeting was held at the home of Jonathan Adams and there were present, Gilbert

Tomlinson, David E. Woodington, James Johnson, James Harrison, Jonathan Adams, William Kinsey. The board formally organized by electing Gilbert Tomlinson president, William Kinsey secretary and James Johnson treasurer. The board adjourned to meet at the same place on April 6, at 8 P. M., to take into consideration the propriety of levying a tax sufficient to build a new school



FIRST PUBLIC SCHOOL, WOOD STREET.

house. At the next meeting it was decided that it would require the sum of \$3,000 to build a school house large enough to accommodate the children in the borough. The secretary was instructed to advertise that the question of levying a building tax of \$3,000 above the regular tax, would be voted on by the citizens on the first Tuesday in May, at the town hall, between the hours of 2 and 6 o'clock P. M., for the purpose of building a school house.

The count of the ballots showed eighty-one votes in favor of an additional tax of \$3,000 for the purpose cited, and twenty-one votes against the proposition. The secretary was accordingly authorized to levy the building tax. A committee composed of William Kinsey, James Johnson and David E. Woodington, was appointed to wait on the burgess and council of Bristol and request that a part of the town lot at the corner of Wood and Mulberry Streets, be given to the directors for the purpose of building a school house thereon, and also to procure a plan of the size and style of the new building. The burgess and council agreed to lease unto the board of directors and their successors in office, a part of the borough lot fronting on Wood Street, commencing at the corner of the Methodist graveyard and extending fifty-nine feet towards Mulberry Street, and 110 feet deep, for a period of ninety-nine years, by paying a yearly rent of \$1. The committee recommended that the school house be built of brick, three stories high, thirty-five feet front and fifty feet deep, which plan was adopted and the secretary was instructed to ask for bids for the construction of the building. Twenty-five sealed proposals were received and the contracts awarded as follows:

John Bessonett to furnish the stone.

William S. Emley to furnish the bricks.

Dorrance & Warner to furnish the lumber.

William Lazilere to build the stone walls and plaster the house.

Jackson Gilkeson to lay the bricks.

Gilbert Tomlinson to do the carpenter work.

William Kellingsworth to do the painting and glazing.

Lewis P. Kinsey & Son to do the smithing.

William Kinsey, James Johnson and David E. Woodington were appointed a building committee to have general supervision of the work.

The borough council informed the board that it had enacted an ordinance providing for a loan of \$5,000, on the credit of the corporation, out of which they would agree to appropriate the sum of \$3,000, for the purpose of building a new school house, providing the board of school directors would receive it in lieu of the additional

tax voted for on the first Tuesday in May. The board agreed to accept the appropriation on the terms specified and instructed the secretary not to levy the tax. The school building was completed and the first session held on the second Monday in December, 1837, at which time there was an enrollment of ninety-five boys and ninety girls. In the following two weeks the number was increased to 126 males and 120 females. Classes were started in English grammar, geography, history, arithmetic, expositor, writing, spelling, reading and weighing. The school books were purchased by the board and sold to the scholars. James Anderson was employed as teacher of the male department at a salary of \$65 a month, and Annie N. Smith was placed in charge of the female department, her salary being fixed at \$30 per month. The total cost of the school house was \$4,936.88. At the request of the school board the borough council made an extra appropriation of \$1,938.88, which covered the additional cost of the building above the amount previously appropriated. The primary school was not opened until November 4, 1839, when Miss Nancy Cummings was placed in charge. The names of the teachers who taught in this building down to 1853, when the increasing population made necessary the erection of the Otter Street public school building, are as follows:

Male Department.—James Anderson remained until March 1, 1840, when schools were closed for want of funds.

The schools reopened in May with N. F. De Brown as teacher.

July 30, 1841, J. V. Buckman was selected and was still in office when the new building was erected.

In August, 1851, Miss S. J. Thompson was selected as an assistant to Mr. Brown.

In February, 1852, Miss Elizabeth Burrows was elected to the vacancy caused by the resignation of Miss Thompson.

In April, 1853, Miss Burrows was promoted to the position of principal of the Female Department, and Miss Sarah T. Brown elected to the vacancy.

Female Department.—Miss Annie N. Smith remained until November, 1838, when she resigned and Miss Fidelia Smith was elected.

Miss Fidelia remained until the school closed in March, 1839, for want of funds.

On the reopening of the school, in May, 1839, it was placed in charge of Miss Harriet Schneider. She resigned in July, 1840, and Miss Alice Frame was elected as her successor.

Miss Alice resigned in April, 1841, and Miss Mahitable P. Moody succeeded her for a short time, when she was succeeded by Miss Sarah Pearson, who was employed in January, 1843.

Miss Pearson resigned in October, 1845, and Miss Huldah Hoag was elected to the vacancy.

In May, 1848, Miss Sarah Warner was elected to the vacancy occasioned by the resignation of Miss Hoag.

Miss Warner resigned in 1851, and Miss M. L. Ernest became the principal, and Miss Matilda Goodwin her assistant.

Miss Goodwin resigned in 1852, and Miss Anna V. Thompson succeeded her.

In April, 1853, the principal (Miss Lawrence) resigned her position and Miss E. Burrows succeeded her. Miss Thompson resigned immediately afterward and Miss Anna Davis was elected to the vacancy.

Primary Department.—Miss Nancy Cummings remained until March, 1840, when the school was closed for want of funds. It reopened in May, under the control of Miss Adeline Cummings.

Miss Adeline resigned in October, 1840, and Miss Melissa Young was employed.

Miss Young resigned in September, 1841, and Mrs. Sarah Swift was elected to the vacancy.

In August, 1842, Miss S. Townsend was employed to assist her. In May, 1843, Mrs. Swift and Miss Hastings were jointly employed. In December Miss Hastings was made principal of the school.

In December, 1844, Miss Hastings resigned and was succeeded by Miss Roxanna Leonard, who resigned in

October, 1845, when Mrs. Swift was made principal and her daughter Matilda the assistant.

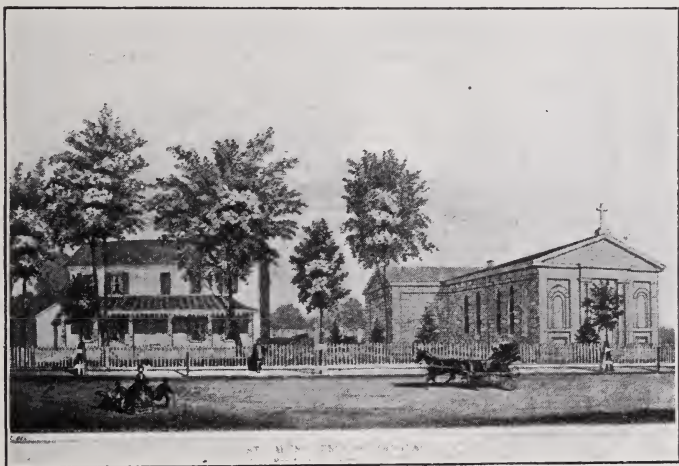
In August, 1875, a frame addition, 18½ feet by 24 feet, was built to this school house. The contract was awarded to Edmund Lawrence for \$325. An intermediate school was opened in the new addition in September, 1875, with Emily H. Stackhouse as teacher. This addition was removed after the erection of the high school building in 1894. Since the completion of the new Jefferson Avenue building in 1908, this old building has been unoccupied. With the expansion of the commercial department, it is probable that some day the upper story will be used for a Commercial High School.

Colored Children's Right to Attend the Public Schools Questioned by Townspeople.—In November, 1837, the townspeople were greatly excited over the action of the public school board, in granting permission to four colored boys who were boarding with Joseph Warner, to attend the public schools by the payment of \$3 per month for each boy as tuition expenses. A public meeting of the citizens was held and resolutions adopted, which protested strongly against the admission of the colored boys. At the following meeting, the action of the town meeting was laid before the board, at which time a petition containing the signatures of fifty-four citizens, and requesting that the four colored boys be allowed to remain in the schools, was also read. The board laid the matter on the table and directed the secretary to lay the case before the superintendent and request his opinion. At the meeting on March 20, 1838, the superintendent gave his opinion in favor of the boys having the right to be admitted to the common schools, and the board sustained him in his decision.

At the meeting of August 27, 1842, it was reported to the board, that much opposition was made by the citizens of the town, to the right of two colored boys, boarding with Joseph Warner, to the benefits of the common school law. The board took the matter under consideration and after examining the school law they promptly decided that the colored boys were not entitled to the

benefits of the common schools of the borough, they having been sent into the district for a special purpose, money having been willed to them by their father, for the purpose of acquiring an education and learning a trade. The secretary was instructed to inform Joseph Warner, that the two colored boys boarding with him, could not be continued in the schools any longer as free scholars. Thus it will be seen that one of the earliest questions with which the public school board was obliged to wrestle was incited by prejudice against the colored race.

St. Mark's Roman Catholic Church.—In 1840 the Catholic population of Bristol was so small that its spiritual wants were attended to by a clergyman from Trenton,



THE ORIGINAL ST. MARK'S R. C. CHURCH AND RECTORY.

Father Mackin, who visited Bristol twice a month for that purpose, services being held at the house of Mr. Brady, in Adam's Hollow, just beyond the creek which bounds the borough on the northeast.

The Catholics so rapidly increased that in 1845 it became necessary to have a resident pastor in Bristol, and

with the approbation of the church authorities it was decided to build a church and pastoral residence. Accordingly, a lot was purchased on Radcliffe Street, near the creek above mentioned, the site being convenient to the Hollow, where the larger number of the Catholics resided. Work on the church was commenced some time in 1845. It was completed and dedicated in the following year, an unpretentious square building of stone and with sacristy attached.

About the same time the house for the pastor was built, Bristol became a regular parish, and the Rev. Father Flanagan was appointed its first pastor. In the course of four or five years an addition had to be built to accommodate the rapidly increasing congregation. In 1868, Father Flanagan, thinking it would benefit his health, which was poor, took a trip to Ireland, where he died soon after his arrival. He was succeeded in the following order by the Rev. Fathers Quinn, Keen, Russell, Nugent, Kelly, Brennan, McSwiggin.

Up to this time no incident occurred in the affairs of the church. Everything went along smoothly until the night of November 9, 1867, when the church was totally destroyed by fire, Father Cullin (who succeeded McSwiggin), being pastor at the time. Father Cullin was succeeded by the Rev. Father Prendergast, who is now coadjutor Bishop of Philadelphia. He wasted no time but immediately went to work with such vigor and zeal that the interior of the present handsome church was completed within a year.

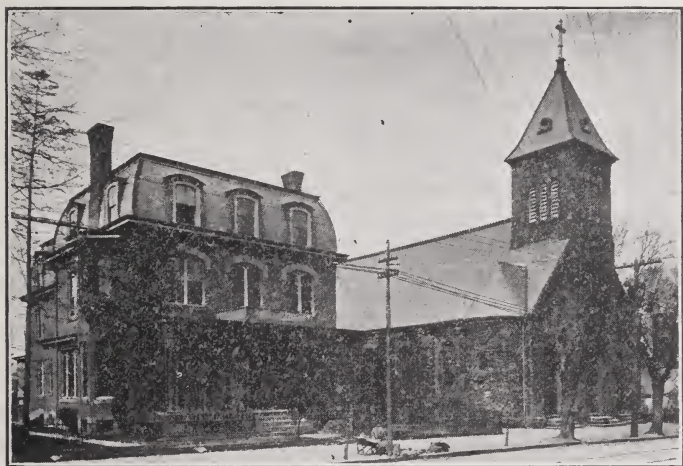
The corner stone was laid in 1868 and the new church was dedicated in the following year. In the interim from the time the old church was burned, the Catholics having no place of worship, was tendered the use of Washington Hall, corner Radcliffe and Walnut Streets, where they worshipped until the new church was ready. In 1871 Father Prendergast went from Bristol to Allentown and the Rev. Father Lynch took charge of the parish.

There was much work yet to be done in the interior of the church, pews and other fixtures; besides the old residence was in a very delapidated condition totally unfit for use. So Father Lynch had the old house taken down

and in its place built a handsome brick dwelling. These additions and improvements created a considerable debt. Father Lynch died in Bristol on the 28th of April, 1879, and was succeeded by the Rev. Father Ward.

During Father Ward's pastorate the church was greatly improved, the sidewalls were extended to a line even with the tower, finished at the ends with circular wings, which greatly improved the appearance of the church in front; also was built a new sacristy, the interior was painted and frescoed, and a new organ put in position.

Unfortunately it was again visited by fire, though very little damage was done the building but all the decora-



ST. MARK'S R. C. CHURCH AND RECTORY.

tions, the altar and organ were ruined, all of which had to be replaced. Notwithstanding these losses and difficulties, Father Ward, with commendable courage and energy, not only repaired the damage done by the fire, but concluded to build a parochial school for the children of the parish. For this purpose he purchased a lot about midway on Radcliffe Street. A handsome building was erected and is now under the care of the Sisters of the

Immaculate Heart, who impart religious and secular instruction to over 200 children.

Father Vandegrift took charge of the parish in the fall of 1889. His pastorate may well be considered the brightest and most successful period in the history of the church. He found the parish almost hopelessly involved in debt and a congregation comparatively poor. The prospect was anything but cheering.

Being endowed with splendid abilities which he entirely devoted to his work, he soon had everything in order and the prospect became brighter and brighter as time went. He beautified the interior of the church, had it newly frescoed, put in a very costly altar rail, and a set of imported Stations of the Cross. He also purchased a lot in a very convenient location for a cemetery at a cost of \$3,000, in all of which he was ably seconded by his assistant, the Rev. Father Meagher.

In June, 1895, much to the regret of his parishioners, he went to Philadelphia to take charge of St. Edward's, taking with him the respect and esteem of the entire community, and had the satisfaction of surrendering free of all encumbrances, the parish with all its improvements to his successor, the Rev. Hugh Garvey, who upon the latter's death was succeeded by the late lamented Rev. M. A. Bunce, during whose regime the parochial school, at considerable expense was enlarged and many improvements made.

The present pastor, the Rev. M. A. Bradley, succeeded Father Bunce. Father Bradley has been with us but a short time but has already won the hearts of his people. (Bucks County Gazette.)

Note.—Although Father Bradley has been in Bristol less than two years, yet he has displayed unusual energy. Through his efforts new pews have been installed in the church, the electric light system has been renewed, and the main and side altars, as well as the "Stations of the Cross," and all other statues have been repainted. A new concrete pavement has been laid in front and in the yard of the Parochial School, and a new iron fence erected across the front of the two side yards. Father Bradley's geniality and affability have made him popular outside of his church circle.

Presbyterian Church.—In 1843 the Presbyterians in Bristol were exceedingly few, and in the surrounding country there was only here and there an individual by birth or education attached to the Presbyterian communion. Under these circumstances the beginning of the church was made. The Rev. James M. Harlow was then residing at Newportville, and was pastor of the historic congregation of Bensalem, and stated supply at Centreville, now Emilie. To this gentleman this church owes its inception and to his self-denying labors it is that the enterprise did not perish at its birth. Mr. Harlow began to preach in Bristol in the Lyceum building, where the postoffice now stands, on the evening of July 2, 1843. After four services, on as many Sabbaths, a Sabbath School was organized, with fourteen scholars and four teachers. It grew apace, and at the end of four years was second in number and efficiency to no school in Bristol. The Sabbath School and preaching were continued in the Lyceum building until the basement of the church was finished. The lot on which the church stands was bought at sheriff's sale on December 21, 1843, for \$1,250, for all of which, excepting \$50, a mortgage was given to the late John Paul, Sr. The frame building on the rear of the lot was occupied by Mr. Harlow and his family in the spring of 1844. Now began the serious time. In recalling this time Mr. Harlow wrote: "Things looked dark except to the eye of faith, and continued so for most of the four years following. I was almost penniless myself, and with little personal influence, while all around me regarded the whole scheme as utopian, not possible of success, not one on which to risk either reputation or money." Nevertheless, he persevered, and God encouraged him by raising up for him friends who were able and willing to aid him in accomplishing his heart's desire. The subscriptions he obtained represented many places and many names, among which Burlington and the late Rev. Dr. Courtlandt Van Rensselaer are very prominent. Without the sympathy and liberal gifts of this princely man it does not seem that the building could have been erected. He gave his money, again and again; he loaned his money, and when the debt fell due he forgave the debt. He came

often to preach, sometimes crossing the river on the ice, and was always ready to do what he could to cheer and encourage the heart of his brave friend and brother, Mr. Harlow. Many other substantial contributions were received from out of town friends and the subscription list shows how much he commended himself by his self-sacrificing spirit in the community, for there is hardly a name of man or woman who had a dollar to spare, which does not appear upon the list. Friends, Episcopalians and Methodists, all alike, seemed to want a share in the work this good man was doing. But mere gathering of money was but a part of the service which Mr. Harlow rendered. What besides he did is best given in his own words: "In the spring of 1846 I dug out the foundations and filled the trenches with boulders obtained from vessels which came from the East for coal. The boulders came in ballast to Bristol, and as they were not allowed to throw them overboard, I engaged to take them from the wharf, and did so, filling in the ditches as I hauled them up with my own horse. Next was fifty tons of quarried stone from Yardleyville by canal, to complete the stone wall to the water table, then followed 10,800 bricks from Bordentown, N. J., which were laid in the wall at \$2 per thousand; next the heavy lumber from Burlington, rafted over to Bristol by favorable flood tides, and so on for the rest of the materials until all was on the ground and put into the building in the required order until the structure was completed." He adds quaintly: "It would be decidedly personal to tell you who did all this with the aid of one little horse; out of that horse I got practical sympathy." The property having been purchased by Mr. Harlow in his own name, was held by him until January, 1846, when it was conveyed by him to trustees. Who these trustees were is not now known. (The Board of Trustees were not a corporate body until February, 1851.) On May 15, 1847, the trustees, whoever they were, conveyed back to Mr. Harlow the dwelling and all the lot excepting that on which the church building stands, and six feet each side of it. Mr. Harlow continued to supply the pulpit statedly (he was never pastor of the church), until the autumn of 1850, when he removed to

East Aurora, Erie County, N. Y. About a year after his removal he conveyed to the trustees the dwelling in the rear of the church building, with the remainder of the lot, receiving therefor the consideration of \$400. Thus the church became possessed of the property. Although not definitely known, the church was probably organized by Mr. Harlow himself, with the assistance of his Burlington friends, the Rev. Drs. Van Rensselaer and Chester. It was, however, recognized and received under the care of the Second Presbytery of Philadelphia (O. S.), in session in Germantown, on April 22, 1846. Fourteen persons composed the original membership, of whom the last survivor was Mrs. Charles W. Pierce, then Miss Mary Vanuxem.

From the time of the organization till the departure of Mr. Harlow, thirty-two persons were received into the communion of the church; by certificate from other churches, twenty-three, and nine by profession of their faith in the Lord Jesus Christ. Very little was contributed for benevolent causes. The people were few, and far from rich in this world's goods, and all they could do was necessarily devoted very largely to the maintenance of their own church. In 1851, the year of Mr. Harlow's departure, the church and congregation consisted of twenty-eight members and twenty-three families. It is evident that Mr. Harlow was a very Paul, coveting no man's silver or gold or apparel, his own hands ministering to his necessities. He engaged in teaching, and from this source derived his support. The encomium passed on him by Dr. Charles Hodge was well deserved: "I know no man in all our church who has evinced greater energy, perseverance and self-denial in the prosecution of his work. He has labored almost for nothing, doing the work not only of a minister, but of a day laborer, devoting without stint time, strength and money to the cause." Mr. Harlow left Bristol in 1851 and was afterwards stated supply at Aurora, Moscow, Bath, Tuscarora, Union Corners and Phelps, N. Y., and pastor at Shortsville, 1870-72, when he was honorably retired. He died in Shortsville, Ontario County, N. Y., December 13, 1894, in the eighty-seventh year of his age. The Presbytery of

Geneva, in session in Geneva, April 16, 1895, took action as to his character and worth, in which it said: "As a preacher Mr. Harlow was talented, sympathetic, logical, persuasive. He was a tireless worker, a thorough student, a faithful, public spirited citizen. In the church and prayer meeting his presence was a delight." So passed into the better land the founder and father of this church. His name is precious. His works do follow him. He builded better than he knew.

After his retirement, the church was vacant till May, 1851, when the Rev. Franklin D. Harris was installed as its first pastor. Mr. Harris was graduated from the University of Pennsylvania in 1837, and from the Theological Seminary at Andover, Mass., in 1840. After missionary service in Central Pennsylvania he came to Bristol. He remained ten years and seven months, with a large measure of success. His continuance in this pulpit for so long a time was a great blessing to his people and to the community as well. During his pastorate, ninety-two additions were made to the membership of the church, thirty-eight by certificate and fifty-four by examination. Nearly \$9,000 were given, so that at the time of his retirement he left the congregation in its spiritual and temporal condition very greatly strengthened. On December 10, 1861, his relations with the Bristol church were dissolved by Presbytery, he having accepted a call to the church at Port Byron, N. Y. He died in Philadelphia on February 23, 1892, at the age of 82 years.

Mr. Harris was succeeded in the pastorate by the Rev. Alfred Taylor, who was installed July 31, 1862. His pastorate lasted till March 9, 1865. His specialty was Sabbath School work. He died in Bridgeport, Conn., March 31, 1889, in the fifty-eighth year of his age. The pastorate of Mr. Taylor was conspicuous as the time during which the congregation made generous provision for the comfort of their minister by the purchase of an excellent manse.

At a meeting of Presbytery at Newtown, October 3, 1865, a call for his pastoral services was presented to the Rev. Henry F. Lee. This call Mr. Lee accepted, and he was installed pastor on November 7, 1865. He was

pastor less than two years, and the additions to the church roll were by certificate, thirty, and by examination thirty-six. His stay was short but full of blessing to the church.

The Rev. Jacob Weidman succeeded Mr. Lee, having been installed pastor in November, 1867. This relation continued until June 1, 1873, a period of five and one-half years. During his pastorate the church edifice was enlarged. The amount expended by the trustees was \$3,215.79. In 1869, Mr. Peter E. Hope was received into the membership of the church and in June, 1870, was ordained and installed elder of the church, being the first since 1868. Business interest caused his removal from the town. He was a most acceptable man in office, intelligent, useful and efficient in the discharge of his duties. The church sustained a heavy loss in his removal.

On October 30, 1873, the Rev. James H. Mason Knox, D. D., LL. D., was installed pastor. His ministry continued a little more than ten years. They were happy years, in which the pastor and his people dwelt together in delightful unison. Just before the close of his ministry the interior of the church building was improved by painting and frescoing, and the gallery was lowered to admit of placing in proper position the organ, which had been purchased and which has since guided and helped the service of song in the congregation. In December, 1883, the relation which had so happily subsisted for more than ten years was dissolved by Presbytery, and the pastor was for nearly seven years thereafter president of Lafayette College, when after forty-five years of service, he retired from official duties.

The call of the church to the Rev. Edward P. Shields, then of Cape May, N. J., was placed in his hands by Presbytery in April, 1884, and accepted by him. He came to Bristol in the fullness of his strength, physical and intellectual, and here he remained until 1898. No man in the Presbytery was held in higher esteem by his brethren. During his pastorate, the membership of the church and Sabbath School were both greatly increased.

Dr. Shields was succeeded in 1898 by the Rev. Alexan-

der Allison, D. D. Dr. Allison was an eloquent speaker with a pleasing and affable personality. He was particularly aggressive in the temperance cause. During the second year of his pastorate, the handsome chapel in which the congregation now worships, was erected. He severed his relations with the church in 1903, and was succeeded by the Rev. Charles E. Burns, D. D., who is the present incumbent. Under the pastorate of Dr. Burns, the church is vigorous and has maintained a healthy growth. (From a history of the church written by Dr. J. H. Mason Knox).

Bethel A. M. E. Church.—Bethel A. M. E. Church was organized in the early forties of the last century. As early as 1843 this congregation was worshipping in an old building which stood at the foot of Wood Street, along the canal basin. Meetings were later held in a dwelling occupied by Lucy Harris, on Wood Street, between Mill Street and the canal basin. Prior to the institution of this church, the few colored people in Bristol worshipped with their white neighbors in the established churches, and even after the African branch of the Methodist Church was organized, several of the colored people refused to sever their relations with the white congregation, and remained regular in their attendance until their deaths. Among the earliest members of the African Church in Bristol were Henry Williams and wife, Deborah; Henry Blake and wife, Amanda; Patience Currier, Theodorea Freeman and wife, Eliza; Mary Schenk, James Jordon, Ellen Julius, Peter Julius, Rebecca Price, Uriah Jones, Elizabeth Cummings, Anna Smith, Martha Freeman, Ellen Montgomery.

After a number of years the congregation had increased to such an extent that a commodious place in which to worship became a necessity. The little frame church on Pond Street, above Walnut, now Ardrey's machine shop, was accordingly purchased and occupied. Brighter days followed and although the little flock has since bore its share of burdens and passed through many trying conflicts, yet the days spent in the old church on Pond Street will always be treasured in the memory as

among the happiest in the church's history. Later the old church building was sold and the present edifice on Wood Street purchased.

Several of the members of this church have occupied prominent positions in the church connection. Miss Rachel Smith became the wife of Bishop T. M. D. Ward. Miss Martha De Witt became the wife of Bishop H. M. Turner. The Rev. Jas. H. Morgan went into the ministry from the Bristol Church, and for twenty years was secretary of the New Jersey African Methodist Conference. He also wrote and published a history of the conference.

Silk Worm Industry.—In 1844 there was in existence in Bristol, an industry for the propogation of the silk worm and production of the silk worm cocoon. The building occupied was situated along the river in the rear of the Wildman residence, at the intersection of Radcliffe and Washington Streets, and three stories in height. Mulberry leaves were fed to the silk worms and in order to supply this food, a grove of mulberry trees was planted, which extended from a point where the Colonial Theatre now stands, west, as far as Pond Street, and north almost to Jefferson Avenue. William Booz, of Cedar Street, to whom the author is indebted for this article, was employed in this industry when a boy. His duties were to gather the mulberry leaves from the trees in the grove and feed them to the silk worms. The industry was the result of a craze which swept over the country at that time, when everybody expected to get rich raising silk worms. In a few years, when the craze subsided, the business was suspended, but the old building stood for several years, when it was removed.

History of the First Baptist Church.—In 1838, the Baptist Association of Philadelphia, which owned a lot on Otter Street, where Mohican Hall now stands, authorized a committee to transfer the same to a church which might be formed in Bristol, which held the doctrines of their confession of faith. In 1840, the president of the board, the Rev. Jones, was authorized to transfer the lot to the Baptist brethren and followers of the cause at

Bristol, for their sole use, benefit and disposal. Six years passed, during which it appears that all efforts to establish a church were unavailing. In 1846 the records show that a Brother Dooce had an interview with a Brother Corson, of near Bristol, who had informed him there



FIRST BAPTIST CHURCH.

were several members of the Baptist faith in Bristol and expressed a wish to build a meeting house, and requested the association to grant them a title to the lot, then known as the Baptist lot. Two years afterward, on the 29th day of September, 1848, the council of ministers in regular session at Philadelphia, officially recognized and regularly constituted the First Baptist Church of Bristol. In 1849, the Rev. Jones reported that the church at Bristol was not incorporated, and it was resolved that as soon as the church obtained a charter from the court, that the president of the board be empowered to convey the title to its trustees. Wm. Bache, in his history of Bristol, published in 1853, claims that the fifteen original members of the Bristol Church, were members in good standing from sister churches.

On the 3rd of May, 1850, a charter of incorporation was granted to the First Baptist Church of Bristol Borough. The same year, the Rev. Christian J. Page, who

had been called by the Bristol Church as its first pastor, on the second of February preceding, arose in the annual meeting of the Philadelphia Baptist Association, and announced the fact, that a charter had been obtained. It was accordingly resolved that the president and secretary convey the lot to the Bristol Church. At this time, the borough had a population of 2,570, of which 1,287 were males and 1,283 females. There were about 450 dwellings in the town, besides a number of shops of various kinds. At the next yearly meeting in 1851, the officers of the board reported that the lot on Otter Street had been transferred to the Baptist Church at Bristol and that the \$50, which had been received from the Trenton Railroad Company for damages for crossing the lot, had been turned over to the Bristol trustees. The membership of the Bristol Church soon increased to nearly 100 in number, and for some time they held stated meetings for divine worship in the lecture room of the Washington Hall.

Having sold their building lot on Otter Street, and secured a suitable piece of ground on the southeast corner of Walnut and Cedar Streets, for building a church, contracts were entered into with mechanics: and on the 18th of June, 1851, the work had so far progressed as to admit of the laying of the corner stone of a handsome church edifice, composed of brown sandstone, laid in square blocks, hammer-dressed and pointed. The proportions were: Main room, 43 by 70 feet; above the vestibule was a projecting tower of 7 feet, having a 5-foot recess. Basement story had three rooms, a lecture room, 41 by 38 feet, which would seat about 300 persons; and two committee rooms, one of which was used for school purposes, and the other for the meetings of the trustees. The main audience chamber originally seated about 450 persons; had eighty-two pews on the main floor; with a gallery which seated an additional 100 persons. The whole property was estimated to be worth about \$8,000.

The Rev. E. A. Rook, a former pastor, in a historical sketch read upon the occasion of the fiftieth anniversary of the church, held September 19, 1898, gives the names of the original members of the church, as follows:

Amos Corson, Eleizetta Corson, Maria A. Corson, Melissa Kinsey, Susan Booz, Peter W. Appleton, Mary Appleton, Mary A. Sulger, Mary A. Pennington, Margaret A. Booz, Margaret Weisinger, Emily Forst, Caroline Murphy, Sarah Johnson, Mary Earl.

The Rev. Rook further says that these fifteen original members, met together on September 19, 1848, for the purpose of consulting as to the best means to be adopted, for organizing a Baptist Church in Bristol. It was agreed at this meeting, that Brother C. Davidson, who was then preaching for this little band of believers be requested to invite a few of the churches in Philadelphia to send delegates to sit in council to be convened September 29, 1848. An invitation was also extended through Brother Amos Corson, to the Holmesburg Church. On September 25th another meeting was held by the above named persons at which the Articles of Faith and Covenant of the Baptist Church, were unanimously adopted. On September 29, 1848, the ministers and laymen appointed by the Philadelphia churches, as requested by Brother Davidson, met in council for the purpose of recognizing as a Baptist Church the fifteen persons already mentioned, who possessed letters of good standing from sister churches of the same faith and order. After the proceedings of the preparatory meetings were read by Brother Davidson, and the Articles of Faith and Church Covenant had also been read, the council retired and after prayer and mature deliberation, resolved to recognize the petitioners as a Baptist Church of Christ. The Methodist congregation kindly loaned their church for the organization exercises.

On the evening of February 2, 1850, the members of the church held a meeting, the object of which was the election of a pastor. The following resolutions were unanimously adopted:

Resolved, That our esteemed Brother, C. J. Page, now located at Milestown, Pa., be and is hereby called to the pastoral care and oversight of this church.

Resolved, That a committee of three, consisting of Brethren Corson, Thompson and Morgan, be appointed to convey to Brother Page a copy of the above resolution, and invite him to accept the call to become our pastor.

The above call was accepted by Brother Page, who entered upon his duties April 1, 1850. Rev. Page remained with the church until 1856, when he resigned, after a faithful pastorate of over six years. The following pastors have served since that time:

Rev. William Swinder, 1856 to 1859; Rev. John Miller, 1859 to 1862; Rev. Malachi Taylor, 1862 to 1866; Rev. Thomas Goodwin, 1867; Rev. Henry Bray, 1868 to 1870; Rev. J. C. Hyde, 1871 to 1874; Rev. C. E. Harden, 1875 to 1876; Rev. W. H. Conrad, 1877 to 1880; Rev. Levi J. Beck, 1880 to 1886; Rev. I. D. King, 1886 to 1889; Rev. I. W. Goodhue, 1889 to 1891; Rev. W. H. Clipman, 1892 to 1894; Rev. E. A. Rook, 1894 to 1901; Rev. Thomas McKay, 1901 to 1905; Rev. Wm. T. Johnston, 1906 to the present.

During the pastorate of the Rev. J. C. Hyde, the heavy debt which had hung over the church since the erection of its building, was cancelled. During the past five years, the interior of the church has been greatly changed. The old gallery in the top story has been taken away, a sloping floor introduced, stained glass windows installed, while the lower story has been greatly improved. New comfortable pews have been placed in the church auditorium and a pipe organ adds much to the attractiveness of the services. A series of meetings for men, held on Sunday afternoons, have proven very profitable and popular. In a recent effort to raise funds for the cancellation of some of the church debt, about \$800 were raised.

Bristol Newspapers.—Bristol has been the birthplace of several newspapers. In June, 1849, William Bache, greatgrandson of Franklin, commenced the publication of the *Bristol Gazette*, a small weekly. It lived through fifty-two issues, and met its death some time in 1850, for want of adequate support. In 1854, a new paper came into life in the borough, being published in the interest of the Know-nothings, a political party just entering into power. It was called the *Bucks County American* and made its appearance on the Fourth of July. In its second year it was wedded to the *Burlington American*, making a twenty-eight column paper. There was no

union of interest between the publishers, in business or otherwise, the object being to furnish the patrons on both sides of the river with a more readable newspaper. There was a double issue. The proprietor at Burlington was Samuel C. Atkinson, while that at Bristol was William Bache, a newspaper pioneer along the Delaware. Both papers were printed on the same forms, taken back and forth across the river. The Bucks County American died with the decline of the party it was started to support. Following the death of the Bucks County American Wm. Bache established a paper called Bache's Index, which existed for about one year and was discontinued in 1861. In April, 1871, the Bristol Observer was established by James Drury, a graduate of the Doylestown Democrat. It was continued until a few years ago, when the failing health of its proprietor caused its withdrawal. In August of 1873, Jesse O. Thomas, of Ohio, began the publication of the Bucks County Gazette, of thirty-two columns. Its first issue was on August 14, and it has continued without intermission ever since. In July, 1888, the Evening Journal was published by William C. Watson. It was the first daily newspaper started in Bristol. It continued for five months, when it was supplanted by the Weekly Journal. The latter paper was merged into the Every Evening in 1889. The Every Evening ceased its publication in August, 1891 for want of patronage. In 1906 the Weekly Courier, a forty-eight-column paper, was established by Wm. C. Watson, and has since built up a large circulation. The Bristol Republican, which was run as a local adjunct to the Doylestown Daily Republican, and later the Doylestown Daily Intelligencer, was started in the spring of 1908, and discontinued December 10, 1910. The Daily Courier began its career on Monday, October 3, 1910.

Downing's Flour Mill.—About 1850, a flour mill was erected on the north bank of Adams' Hollow Creek, near the river, by Joseph M. Downing, the grandfather of George and Wm. M. Downing. The building was two stories in height, was equipped with the latest improved machinery and was operated by steam power. It was

started as an active competitor of the Bristol Mills. Upon the death of Joseph Downing, the business was continued by his son, Allen Downing, and he, in turn, was succeeded by a man named Van Dyke. Later the business was discontinued and the building converted into a snuff mill by Alexander Ralph & Co. About 1870, it was destroyed by fire. Ralph removed to Philadelphia, where he continued in the snuff business and amassed a fortune. During his residence in Bristol, Mr. Ralph was an active member of the Presbyterian Church.

Pleasing Reminiscences by C. Wesley Milnor.—Among the many aged citizens of Bristol, is C. Wesley Milnor, a native Bristolian, and one whose splendid memory, combined with his affable manner, make him a pleasing conversationalist. At the request of the author, he cheerfully contributed the following reminiscences of that important period in the town's history, 1850 to 1860, when Bristol reached the zenith of its prosperity as a coalport town.

"The chief industry in Bristol at this time was the shipping of coal. The coal was brought from the mines in canal boats down the canal and after being unloaded on the coal wharves, which were located along the river front, was reloaded into vessels and shipped to New York and other points. The coal wharves owned by the Lehigh Coal & Navigation Co., extended from Mill Street to the 'mouth of the apron,' and were the largest in town. Asa Packer & Co.'s wharf was just north of Market Street. The wharf of the Hazleton Coal Co. was located where the waterworks now stand. Between Franklin and Penn Streets was the wharf of Gilbert Tomlinson, and back of the residences of the late J. K. Wildman, F. F. Bell and H. B. Beatty, were wharves operated by Lewis Audenreid & Co.

"The Buck Mountain Coal Co. had wharves above the Hollow Creek. The old Beaver Meadow House, which stood on the site of the present Elks' Home, was a boarding house, kept by Mrs. Thomas Crooks, for the men who worked on the wharves.

"Canal stables for the accommodation of the horses

and mules used on the canal, extended from Lock 2, back of Mill Street, to Lock 4, opposite the Pennsylvania Railroad freight station, and also along the southwest side of the canal basin. A large stable stood near the overflow, back of the old forge, and was destroyed by fire. These stables created a large business for the farmers who sold their grain and hay and straw to the owners. The large number of boatmen in the town, as well as the large number employed on the coal wharves, contributed to the prosperity of the community and gave to the town an air of thrift. Among the important stores may be noted the following: James V. Foster, James Brudon, John Wright, Allen Brothers, Robert Booz, Israel Allen, Jackson Hibbs, Bostwick & Cabeen and Pierce & Scott. Most of these men, who engaged in business in that day, amassed small fortunes and are remembered today as honored citizens. Labor was cheap and food was also cheap.

"An important industry in the town, besides the old forge spoken of elsewhere, was a foundry on Wood Street near Mulberry. It was originally operated by James Phillips. His successor was John McNeal, father of Andrew McNeal, who later was at the head of the large pipe works located near Burlington. Kelly & Ayers succeeded McNeal, and later Ayers retired and the business was conducted by William Kelly. About 1869 the foundry was destroyed by fire.

"Pond Street, in those days, was opened as far up as Dorrance Street and was called 'Highly Lane.' Only two houses had been built on the west side above Walnut Street, one of which was occupied by Charles Johns and the other by Joseph Teneyck, both of whom were colored. Where De Witt's house now stands was a building occupied by William Wright, the father of our respected townsman, the late Jonathan Wright. Franklin and Penn Streets had been cut through as far as Wood Street. The Friends owned the land above their present graveyard, up as far as the alley back of Dorrance Street. Both Penn and Franklin Streets contained but half a dozen houses each, occupied by men engaged in the coal trade. At the southwest corner of Penn and Cedar Streets lived

William Tyrol, the father of John Tyrol. Above Penn Street was a farm, which extended up to the Bostwick property above Lafayette Street and west from Radcliffe Street to Pond. This farm was purchased by John Dorrance, Sr., and Henry M. Wright, who divided the land up into building lots and opened Dorrance, Washington and Lafayette Streets. The farmer who lived upon this plot of ground was named James Johnson. His house stood at the intersection of Dorrance and Radcliffe Streets and was torn down when the former street was opened. The old barn connected with the farm, stood at the corner of Cedar and Lafayette Streets for many years afterward. The farm above and adjoining this land was owned by Cyrus Pierce, the father of Joshua Peirce. Following his death, the sons developed the land and opened up Jefferson Avenue.

"On the west side of the railroad in what is now called the mill district, and extending from Beaver Dam Road to Jefferson Avenue, the land belonged to Captain Hutchinson. It contained three large ponds, on which the boys skated in winter. Captain Hutchinson at one time occupied the house on Radcliffe Street, now the home of Jos. R. Grundy. While living there he built the large mansion on west Jefferson Avenue now occupied by the German Club, and resided there until his death.

"Buckley Street had been opened, but few houses had been erected. A rope manufacturing industry was located on the street just above the mill race. The building was 125 feet in depth and one story high. The methods used were crude. The rope walker carried a circle of hemp around his waist. One end was attached to a large wheel which was turned by hand and made the twist. While the rope walker stepped backward he manipulated the threads of hemp and with the assistance of the man at the wheel twisted them into a rope. This business was conducted by W. J. Jeffries. Snedeker's machine shop also stood on Buckley Street near Bath. It was built for repairing agricultural machinery used on the farms near Bristol.

"Bath Street and Otter Street were important highways leading into the town but contained very few houses.

On the west side of Otter Street there was not a house from near the corner of Bath Street, down to below Schmidt's greenhouses. Walter Laing and Samuel Swain had purchased the lower end of the field and had projected the laying out of streets and building lots.

"One of the smaller industries in the town was that of shoemaking. Making shoes by machinery was unheard of and the wholesale stores in the larger cities placed their orders for hand-made shoes with the workmen in the surrounding towns. Bristol's close proximity to Philadelphia encouraged the industry here, and many of our citizens engaged in the business. Most manufacturers employed a number of apprentices, and in this way the shoe business gave employment to a large number of citizens. Among the many who engaged in the business, the following can be remembered: Clayton Pope, Alexander Morrison, Nathaniel Brodnax, Lewis Holt, Charles Banes, Henry Gear, Jacob S. Young."

Bristol's Forges.—In 1852 a stock company, with a capital of \$12,000, built the Bristol forge for the manufacture of heavy shafting and other large pieces of wrought iron. This business was fairly successful. When the demand for armor plates for government warships created a market for their products both active and profitable, the capital stock was increased to \$125,000, and the capacity of the works greatly enlarged; but, unfortunately, too late to reap the anticipated advantage therefrom. The large amount of iron-working machinery put into operation all over the country during the war, and the sudden withdrawal of demand for the products consequent upon its termination, created a depression in the business, from which this company never recovered. The plant was subsequently entirely removed. It was in this forge that the iron plates were made for the hull of "New-Ironsides," a man-of-war, which gained prominence in the Civil War, and was burned at the old Philadelphia navy yard.

Stimulated by the large profits of the Bristol Forge and Iron Company during the brief period of its prosperity, a second organization was formed under the name

and title of the Keystone Forge Company, with a capital of \$87,000. An extensive plant was erected on the eastern side of the old railroad, south of Mill Street, but too late to receive any profitable business. Losses thus incurred absorbed nearly the whole capital. The old building was used by the Democratic pioneer corps, to drill in, during the Hancock-Garfield political campaign in the fall of 1880, and was removed about the year 1882, when the Pennsylvania Railroad changed the course of its road-bed south of Mill Street.

Landreth's Machine Shop.—A machine shop was established at the corner of Pond and Mulberry Streets in 1852, for the manufacture of Allen's Swift-Sure Mowing Machine, Corn Sheller, Plows and other agricultural implements. The business was conducted by David Landreth & Sons, of Bloomsdale, and was run as an adjunct to their Philadelphia business. The output was sold mostly at Peoria, Ill.; St. Louis, Mo., and Charlestown, S. C., where the manufacturers maintained extensive sales rooms. This manufacturing business was discontinued in 1862 and the building was leased by John Bardsley, who later became city treasurer of Philadelphia, and fitted up as a woolen mill. Bardsley retained possession for five years, and on the evening of October 16, 1876, the building was burned to the ground. (Contributed by Captain Burnet Landreth.)

The Temperance War.—Back in the early fifties, the temperance question agitated the minds of our citizens and the movement became a popular one. Meetings were held in Institute Hall, which stood on the site of the present postoffice building at the corner of Radcliffe and Market Streets. Thomas P. Hunt was one of the prominent orators of that day. Meetings were also held in a tent on Radcliffe Street, where the Algonquin clubhouse is located. Wanger, the Poughkeepsie blacksmith, charmed the people with his eloquence. Twenty-five years later the "old grove," which stood on Pond Street, above DeWitt's greenhouses, was the scene of many meetings held in the interest of the temperance cause.

An orator named William A. Lafferty was active in the work.

In the winter of 1885-6, the temperance cause developed its greatest strength. The W. C. T. U. brought suit against a citizen for illegally selling liquor, and he was promptly convicted. While giving attention to the prosecution of this suit, the ladies were apprised of the applications for license on file from other parties, against three of whom they had evidence of violation of the law, and promptly had the proper remonstrances prepared and presented to the court.

It being apparent that the court was inclined to deal harshly with those found guilty of violation of the liquor laws, the hotel and saloon keepers, through their attorney, B. F. Gilkeson, Esq., solicited the consideration of the ladies, to a proposition in the shape of a pledge of the saloon keepers to obey the law, in consideration of which the remonstrances were asked to be withdrawn and no further prosecutions instituted for past offences. Following is a copy of the pledge:

"We, the undersigned licensed dealers in spirituous, vinous, malt and brewed liquors, in the Borough of Bristol, County of Bucks, and State of Pennsylvania, do hereby agree as follows:

First, That we will close and keep closed our respective bar-rooms and saloons on Sunday, and will sell no liquor of any kind whatever to any person or persons, nor suffer the same to be sold or given away upon our respective premises to any persons on Sunday.

Second, That we will sell no liquor, either spirituous, vinous, malt or brewed, to any person under 21 years of age, nor suffer or permit any such person to be given any of the said liquors upon our respective premises.

Third, That we will close our respective places of business every night at 12 o'clock and not permit the same to be opened until sunrise the next day.

Fourth, That no pool table shall be permitted upon our respective premises, nor shall any game of chance be played either for drinks or otherwise in our respective places of business.

Fifth, That those of us who do business under a restaurant license will sell no whiskey, gin, brandy, or other spirituous liquor to any person or persons nor permit the same to be sold or given away at our places of business.

Sixth, That we shall sell no liquor of any kind to any person visibly intoxicated, or of known intemperate habits, nor will we sell liquors of any kind to any person after receiving notice not to sell from such person or persons who by law give such notice.

Seventh, That in all other respects we will faithfully obey the laws relating to the sale of liquor.

Eighth, That any violation of this agreement upon the part of any one of us, which shall come to the knowledge of any of the subscribers hereto, shall be at once reported to our attorney to be dealt with according to law.

In witness whereof we have hereunto set our hands and seals this sixth day of February, A. D., 1886.

This pledge was signed by all the proprietors of licensed places in the borough, except three, one of whom was tried before the court, and being found guilty, the license was transferred to another person. The ladies of the W. C. T. U. were reluctant to entertain the proposition, but upon the advice of their attorney, Henry Lear, of Doylestown, finally decided to do so, upon the ground that it secured them all they could hope to obtain, if the cases were continued, and would place them in a strong position for the future, without compromising anything.

In more recent years the temperance question has become a political issue, and has injected itself into the election of state assemblymen, who favor the passage of a local option law.

A History of Bristol's Physicians Down to 1854.—From writings by the late William Kinsey, we are able to obtain some interesting information about Bristol's old-time physicians. Mr. Kinsey, in a newspaper article of long ago, says:

"There is no record that gives any account of the names of the first physicians who practiced medicine in Bristol. I have heard my grandparents, who were amongst the early settlers, speak of Dr. John Abraham de Normandie practicing in their early days, and said he was their family physician. They spoke of him as a man of distinguished ability. He emigrated with his father from Geneva, in the year 1706, and settled in Bristol. They were descendants of a distinguished family in France,

and being Huguenots, fled to America to escape persecution. Their remains lie in the Episcopal graveyard, Bristol. An interesting account of the family is given in Davis' History of Bucks County. He was supposed to be the first regular physician that settled in the county.

"Dr. William McIlvain practiced as early as 1748. He was a brother of Bishop McIlvain and had an extensive practice; he also had a brother Joseph, who held a commission in the army. His father sent him to Edinburg to finish his education. His remains lie in the Episcopal graveyard, Bristol.

"Dr. Wm. Hewston practiced previous to the Revolutionary War, removed to Philadelphia, and became one of the prominent physicians of the city.

"Dr. Joseph P. Minick practiced as early as 1770. He was the founder of the Bath Springs, and built the large bath house in 1807, for the accommodation of his patients who came from all parts of the country for the benefit of the chalybeate water, which in that day was considered the best for curing diseases of any mineral water that had yet been discovered in the country. Bristol in that day became a great resort for invalids from all parts (even from the West Indies), who professed to have been cured by the use of the waters. The doctor sold the property and removed to Ohio.

"Dr. Amos Gregg came to Bristol from Middletown previous to the year 1785. He was considered a reliable physician and had an extensive and successful practice. He built the house now belonging to R. Trudgon, in Mill Street, which was then the largest and finest mansion in the borough. He was several times elected to the office of councilman and chief burgess, and filled many offices of trust and responsibility. His practice amongst Friends, of which society he was a member, was very extensive. He died in 1817, having accumulated a large amount of property.

"Dr. John S. Mitchell studied medicine under Dr. Wilson, of Buckingham; came to Bristol in 1817, married a Bristol lady and practiced about a year, and then moved to Hulmeville, where he had a large practice. He was frequently called upon to consult with physicians in the

neighborhood in extreme and dangerous cases. He was looked upon as a man of more than ordinary abilities; though slow in his movements he was generally successful in his practice. In 1840, he moved to Cape May County, N. J., and shortly after died there.

"Dr. Henry Desborough came to Bristol from Philadelphia about the year 1800. He brought testimonials from the Humane Society of having restored to life a boy who was drowned in the Schuylkill after being in the water three-quarters of an hour. He was a man of fine appearance and of excellent elementary education, was considered the best surgeon in the county and had nearly all the practice in that line. He was fond of good horses, kept a pack of hounds, and was prominent in the sports of his day. He was fond of a good joke and played many on the boys who came under his treatment whom he suspected of robbing his fruit trees. On one occasion a boy suspected of stealing his plums went to his office to have a tooth extracted. The doctor seated him, applied the forceps, then with his arm around his head to keep him from getting away he gave them a twist, when the boy gave a yell—another twist and another yell, the boy struggling to get away. The doctor said: "You are the boy who stole my plums." When he promised to do so no more, he drew the tooth and the boy went out of the office breathing threatenings against the doctor. He remained unmarried until about two years previous to his death, which took place in 1823. He was greatly respected by the people for his liberality towards the poor.

"Dr. John Phillips was born in Lawrenceville, N. J., in 1790, studied medicine with Dr. Smith in New Brunswick, graduated at the University of Pennsylvania, and came to Bristol in 1812 and began the practice of medicine. He was a man of fine personal appearance, being over six feet in height. He married Deborah, daughter of Dr. Amos Gregg, who for many years was one of the leading physicians of the borough. She was a lady of refinement and noted for her benevolence. Dr. Phillips was highly educated in the science of medicine and was eminently successful in clinical practice. As a physician, he obtained great distinction, devoting himself with un-

remitting zeal for nearly a half century to the duties of a very extensive practice, during which he was called upon to treat cases of unusual character. During the epidemic that prevailed in Bristol and vicinity in 1823, which baffled the efforts of physicians in their treatment of its victims, so alarming was its effects upon the people that the Board of Health, with many physicians from Philadelphia, visited Bristol to make examinations into the character and effects on its victims. During the prevalence of the disease, for upwards of four weeks, the doctor's practice extended into the townships of Bensalem, Middletown, Falls, Morrisville and Bristol. Great was the joy of the people when the epidemic passed away, the cause of which was never satisfactorily accounted for. The doctor made as many as sixty visits in twenty-four hours. He was frequently called upon to consult with physicians in extreme cases. He was positive in his convictions, and had no sympathy with any man who practiced medicine under any other diploma than that issued by the faculty of the University of Pennsylvania. He held many offices of honor and trust in the borough and under the general government, succeeded in securing a large amount of property from his practice, and died in 1861 in the seventy-second years of his age, greatly lamented. The doctor treated a case during his practice that gave him great prominence in the higher circles of society. Joseph Bonaparte, the brother of the great Napoleon, who possessed successively the crowns of Naples and Spain, whilst living in his splendid mansion at Point Breeze, N. J., in making a visit to his friend, Major Lenox, residing in Bristol, was accidentally thrown from his carriage opposite the Coates' farm (now D. Landreth & Sons), and was seriously injured. The doctor had been visiting his patients near Tullytown, and returning he overtook the ex-king, who was sitting by the roadside unable to rise. He lifted him into his buggy and drove to the Delaware House. Under the doctor's treatment he recovered so as to be able to return home the same evening. A day or two afterwards the doctor received a letter from the count in which was enclosed a \$100 note, with thanks for the kindness he had received. Shortly

after another remembrance came—a beautiful steel engraved likeness of the great Napoleon, handsomely framed, which is now in the possession of one of the doctor's grandchildren.

“Dr. Henry Lippincott came to Bristol about the year 1838. He taught school in the Friends' Meeting House, a year or more, and then commenced the study of medicine with Dr. John Phillips. After graduating he remained in Bristol a short time, then removed to Fall-sington, where, after many years of successful practice, he died.

“Dr. Somers came to Bristol in 1823 from Philadelphia, to attend the patients of Dr. Desborough, who was taken sick and died in September of that year. Shortly after he bought the property occupied by Dr. Desborough and commenced practice. Although considered a good physician he did not succeed, and after a residence of five or six years returned to Philadelphia.

“Dr. Samuel McClellan came to Bristol in 1824. He practiced here about two years and returned to Philadelphia, where he built up a good practice. He was greatly admired for the genial manner in which he met his patrons. He died in the prime of life, leaving a large circle of friends to mourn the loss of a young man who bid fair to be a valuable acquisition to the medical fraternity. He was a brother of the widely known and celebrated surgeon, George B. McClellan. During his short stay in Bristol, he had a case of accidental shooting which the physicians said was very skilfully and successfully managed. A guard on one of the mail coaches between Philadelphia and New York, in dismounting from his seat, accidentally discharged his pistol, one ball entering his face below the eye and the other his neck. The doctor extracted the ball from the neck and the man recovered. Some three years later the ball that entered his face was taken out of his throat.

“Dr. Edward Swain was the son of Benjamin Swain, whose ancestors were among the early settlers of the county. He studied medicine with Dr. Phillips, graduated in 1833, commenced practice shortly after, became popular, and was generally successful in the treatment of

his patients. But he, like a great many young men of promise, was suddenly cut off in the midst of life. On the fourth day of July, 1839, he accepted an invitation to take an excursion to Philadelphia on the steamboat Burlington. Shortly after the boat left Burlington she was run into by the steamer Pilot Boy. The doctor being in a side room at the time, was crushed to death and fell into the river. It was many days before his body was recovered. Thus died a young man of bright prospects, leaving a widow and three children to mourn the loss of a kind husband and affectionate father.

"Dr. Wm. Bessonett was a son of John Bessonett, who kept the Delaware House for upwards of forty years. He studied medicine with Dr. Physic, of Philadelphia, in 1823. After his graduation he practiced two years in Bristol, when he emigrated to New Albany, Miss., through the persuasion of a resident of that place, where he succeeded in securing a good practice.

"Dr. Benjamin Tomlinson was a son of Henry Tomlinson, an old resident of Bristol. He studied medicine with Dr. John Phillips in 1826, graduated with distinguished honor, remained in Bristol a year, and then removed to South Amboy, N. J., where he became noted for his success in the treatment of malignant fevers. He died in 1835 greatly and deservedly lamented.

"Dr. Reynold Coates came to Bristol from Philadelphia in the year 1838. He was a younger brother of the celebrated Dr. Coates, who was for many years connected with the Pennsylvania Hospital. He was an educated and talented man, with pleasant and agreeable manners, but did not succeed in his practice. His wife was the daughter of a Philadelphia merchant who spent much money on her education. She was gay and giddy and was the first woman in Bristol to appear on the streets in bloomer costume. Being short in stature, she did not make a favorable appearance, and was severely criticized by the women of the borough. Some said she must be fond of showing her extremities, and others that she wanted to attract the attention of the men, of whom she was very fond. The doctor, finding his practice decreasing, moved to Camden, where he succeeded in obtaining

a large and lucrative business. His wife died shortly after leaving Bristol.

"Dr. E. B. Dodson came to Bristol in the year 1836 from Philadelphia. He graduated at the University of Pennsylvania, was well educated in the science of medicine, and was successful in treating his patients, but not succeeding financially he returned to Philadelphia, where he died in 1861.

"Dr. L. V. Rousseau came to Bristol in the year 1848 from Bridgewater, Bensalem Township. He was the son of the celebrated French physician, Joseph B. Rousseau, of Philadelphia, who studied medicine and graduated in France, practiced some time in San Domingo, and removed to Philadelphia, where he became noted for his success in his treatment of extreme cases. He owned and occupied a beautiful residence in Bensalem Township, on the banks of the Delaware, known as the Clock House, in which he kept a light burning at night to warn watermen of the rocks located in the river in front of his house. He was much esteemed by his neighbors. Dr. L. V. Rousseau studied medicine with his father and graduated at the University of Pennsylvania. He was a man of excellent education and agreeable manners, and had an extensive practice in medicine and surgery, in which he was very successful in his treatment. He married the granddaughter of Captain John Green, who lived in Bristol Township, on the banks of the Neshaminy, and who was captain of the first ship that carried the American flag to China. The doctor had the confidence and esteem of his fellow-citizens in matters pertaining to everyday life. He built the beautiful residence at the corner of Cedar and Mulberry Streets. He died in 1876, having practiced twenty-eight years in Bristol. His great success was in the treatment of typhoid fevers—seldom losing a case. He was a prominent member of Bristol Lodge, No. 25, F. & A. M., having passed the chairs with honor, and advanced in the higher degrees.

"Dr. Joseph Pease came to Bristol from Philadelphia in 1836. He was a young man, well educated, a descendant of a wealthy family in the city who spent their summers in Bristol, which place was thought by his friends to be

a good place to commence his medical labors in. But alas! all their hopes were blasted by his sudden death, which was the result of an imprudent act on his part. One very warm day, while suffering from the heat he went into the cellar to cool off—was stricken with a chill, and died the next day.

“There was a Dr. Hagerman and a Dr. Brent who came to Bristol between the years 1835 and 1840, neither of whom remained long enough to establish a medical reputation. From whence they came or whither they went, I am unable to say.

“Dr. Augustus Guerard came to Bristol about the year 1838. He was from Savannah, Ga., attended lectures and graduated in Philadelphia. He was associated in practice with Dr. John Phillips for several years, and was considered a safe and reliable physician. He married the daughter of David Swain, an old and much respected citizen of Bristol. He built the house now owned by Mrs. Clemens, on Radcliffe Street, and resided there at the time of his death, which took place in 1859. He was a good citizen and a worthy man.

“Dr. Benjamin Malone came to Bristol from Buckingham, in 1845. He practiced until 1849, when he was elected to the state senate for three years. After the expiration of his term he removed to Philadelphia and died there. During his stay in Bristol he made many friends, was generally successful in practice, which, though not large, was amongst the best families in the borough. As a citizen, he was active in all movements for the prosperity of the borough and the elevation of human character. During the rebellion he received the appointment of purser in the army, which he held during the war. His failing health was the cause of his giving up practice.

“Dr. E. B. Buckman came to Bristol in 1849 and purchased the practice of Dr. Malone. He remained till 1856, when he removed to Byberry, and from there to Philadelphia. In 1863 he was professionally in the military service, on the field and in charge of hospitals until the close of the war, after which he resumed practice in Philadelphia, where he became prominent as professor in surgery and physiology in the Philadelphia University;

subsequently a professor of physiology in the Penn Medical University. During his residence in Bristol he made many friends. His practice was principally amongst the Society of Friends, of which he was a member.

"Dr. Wm. Phillips came from Lawrenceville, N. J., studied medicine with Dr. John Phillips, graduated at the University of Pennsylvania in 1844, married the daughter of Dr. Phillips, and commenced to practice with him. He was a young man of talent, integrity and zeal; his useful life was of short duration. He died in 1854 greatly and deservedly lamented. He built and occupied the house now the residence of Dr. E. J. Groom, on Mill Street.

"Dr. Henry Dorrance came to Bristol in 1850, from Philadelphia, remained two years, removed to Burlington, N. J., remained but a short time, and returned to the city. He was a young man of talent, well educated, prepossessing and gentlemanly in his intercourse with the people. The community being so well supplied with older physicians, but little opportunity was offered to test his medical skill.

"Dr. James L. Pierce was the son of Cyrus Pierce, an old and much respected citizen of Bristol. He commenced practice in 1854, was a young man of talent, excellent education and agreeable manners. He married the daughter of Garrett and Lydie Lukens, of Bristol, and was distinguished for his integrity and zeal in his profession, was greatly confided in by his fellow citizens and was securing a fine practice when he fell a victim to that fell destroyer, consumption, and died in the prime of life greatly and deservedly lamented.

"Amongst the noted persons who studied medicine in Bristol was Mrs. James Anderson, who came from Connecticut in 1837 to take charge of the female department of the common school. Her maiden name was Anna Smith. She was a young lady of fine education and a successful teacher. She married James Anderson, principal of the grammar department of the school. They were the first teachers in the public school. She graduated about the year 1850, remained in Bristol some time,

was successful in the treatment of her cases, and removed to Rahway, N. J.

"Bristol has been the resort of many eminent men in the medical profession who spent their summers in the borough for the benefit derived from the use of its mineral waters. Among the number I remember the name of Dr. Mead, of Philadelphia, who brought with him a fine span of horses and an elegant barouche. He boarded at the Delaware House, which in that day was considered the best hotel between Philadelphia and New York; Dr. Pollock, who came from North Carolina, who was the owner of a large cotton plantation and had many slaves, one of which always accompanied him on his journeys. Dr. Prettiman, from South Carolina, with his wife and daughter, who always traveled in his own conveyance. Dr. Wynn and his son, of New York, boarded at the Cross Keys; they both fell victims to death from indigestion brought on by partaking of large quantities of huckleberries and cream, of which they were very fond, just before going to bed. The father was found dead in bed, and the son died the next day. Dr. Gill, a French surgeon in Bonaparte's army, who was with him in his campaign in Egypt, after Bonaparte's downfall came to America and married the daughter of a Philadelphia merchant named Fricke. He bought the Bath Springs and moved to Bristol in 1820, and remained several years, when he sold the property and returned to Philadelphia. During his stay here he was frequently called upon to consult with the physicians of the borough in surgical cases.

"Dr. James de Normandie, son of Dr. John, moved to Bristol, remained two years and then removed to Ohio. Dr. James married a daughter of M. Yardley, settled in Falls Township and had a very fine practice.

"Among the noted men was the celebrated Dr. Benjamin Rush, who was born in Byberry, Philadelphia County, who wrote an interesting article on the medical properties of the mineral waters at Bath Springs in 1770, which was published in the Philadelphia papers of that period.

"In olden times, at the commencement of the lectures

in the University of Pennsylvania, there would be great fear on the part of the people that their dead would be stolen from their graves to supply the students with subjects for dissection. Many persons employed men to watch the graves of their relatives to prevent desecration by the body snatchers. A wag wrote the following lines and posted them on the gate at the entrance of one of the graveyards in Philadelphia, which caused much excitement on the part of the incredulous :

"The Body-Snatchers have come
And made a snatch at me.
It's very hard these kind of men
Won't let a body be.
Don't go to weep upon my grave,
And think that there I be;
They haven't left an atom there
Of my anatomy."

Charles Burleigh, the Abolitionist, Denied the Right of Free Speech.—In 1839, Charles Burleigh, the celebrated abolition lecturer, visited Bristol by invitation from the anti-slavery men, to deliver a lecture on "American Slavery." Application was made to the board of directors for permission to hold the meeting in the public school house, which was granted. Notice was published that the meeting would be held on Sabbath afternoon at 2 o'clock. As soon as the people learned that Burleigh was an abolitionist, they became greatly excited. Notices were posted calling on all good citizens to meet at the town hall, Saturday evening, to take such action in the matter as may be deemed necessary to prevent the meeting from being held in the public school house. A large number of citizens were present. Speeches were made denouncing the board of school directors for their action in the matter. A resolution calling on all good citizens to be present and prevent Burleigh from lecturing in the school house was passed. As early as 10 o'clock on Sunday morning the people began to flock up Wood Street to the school house. A committee was appointed to guard the entrance to the house. By 2 o'clock a crowd of 300 persons had assembled, many of them under the influence of liquor, who made violent and noisy demon-

strations against the abolitionist. As soon as Burleigh and his friends made their appearance the mob made a rush for the gate. When he, accompanied by Joseph Warner and Cyrus Pierce, attempted to enter, they were pushed back into the street. A second and third attempt was made, but with no better success. In the scuffle, Friend Warner was thrown to the ground and received severe bruises. Some of the better class cried shame and rushed in to prevent any further violence to Burleigh and his friends. Gilbert Tomlinson, president of the board of school directors, made a speech denouncing the action of the mob. He said the demonstration should have been made by remonstrance to the board of directors against granting the use of the school house to Burleigh. That on a former occasion they had granted the use of the house to the Colonization Society and no objection had been made on the part of the citizens. He contended both sides ought to be heard, for the information of the people on the most effectual means for the emancipation of the slave. Some of the rowdy part of the crowd cried out that no abolitionist should lecture in the public school house. Friend Warner said they had acted in good faith in the matter. They had made application to the board of directors for the use of the house for Charles Burleigh to deliver a lecture on slavery, and it had been granted. He thought they should have been permitted to occupy it for that purpose, but as there was so much opposition on the part of those present, they would retire to the Friends' Meeting House. He invited all to come and hear the speaker. About half the crowd followed and the meeting house was crowded. Burleigh spoke for two hours on the evil of slavery and the slave trade. Many of his hearers, who were opposed to his speaking in the school house, said they regretted the occurrences of the day and desired that he be invited to deliver another lecture on the same subject. A series of meetings were provided for, and Charles Burleigh for several years held his meetings without molestation. He moved his family to Bristol during the two years he remained. He frequently addressed the people. His congregations were large and respectable. Many who op-

posed his lecturing in the school house became his warmest friends. His intercourse with the people and his open, manly demonstrations against the evils of slavery did much in creating a strong anti-slavery sentiment in the minds of the citizens of Bristol and vicinity.

From the late William Kinsey's memoirs, we learn that the president of the school board was a local preacher in the Methodist Church, and that when the quarterly conference considered the renewal of his license, objections were made to the passing of his character on the ground that he was in sympathy with the Abolitionists, and had made a speech in favor of one Charles Burleigh, speaking in the public school house on the subject of "American Slavery." It was charged in the quarterly conference that the brother, by his speech and action in the matter, had aided in a breach of the peace and desecration of the Lord's Day, and there was much feeling manifested on the part of the members, some contending that the brother had not been guilty of any impropriety in what he had said or done on that occasion. If he believed slavery was an evil he had a right to say so. He had the authorities of the church to sustain him. He had never brought the matter before the church in any speeches, therefore this conference had no right to deprive him of his license. During the discussion the Elder asked the brother if he believed that slavery was a sin under all circumstances. He replied, that, as he must give an account to God of all he said and did, he believed that slavery was a sin against the laws of God and humanity. The elder said he would not renew the license of any man who entertained such sentiments, and also declined to put the question. Some of the brethren contended that the motion to pass his character and renew his license was properly before the conference and demanded a vote. The elder said there was no necessity for a vote on passing his character, as he would not give him a license. There was much excitement and bitter controversy on the subject. The brother with his family withdrew from the church.

Public School No. 2.—In 1852 the school house on Wood Street being inadequate to accommodate the chil-

dren of the town, measures were taken to provide for another building. A lot situated on the east side of Otter Street, known as the "Baptist lot," was purchased at a cost of \$400. In 1853 an Act of Assembly was obtained, which allowed the directors to borrow \$3,000, and to create a sinking fund for the extinguishment of the debt within fifteen years. A tax of \$2,800 was also levied for



OLD OTTER STREET PUBLIC SCHOOL, NOW MOHICAN HALL.

the purpose of paying the balance of claims and for current expenses of the school year. The building committee consisted of J. D. Mendenhall, E. D. Buckman and L. M. Wharton. Edmund Lawrence's bid of \$4,400 was accepted. The corner stone was laid with imposing cere-

monies in July, 1853. The building was not completed until the spring of 1854. A primary grade school was opened in the lower room in September, 1854, with Sarah H. Davis as principal and Matilda Swift as assistant. On January 1, 1855, a school was opened in the upper story to accommodate the boys who were employed on the canal and could only attend school in the winter. It was to continue from month to month as the board might direct. Samuel A. Wharton was employed as teacher, at a salary of \$25.00 per month, payable the next summer. In July, 1856, the board found itself deadlocked over the election of an assistant teacher for the primary grade, and remained so for two months. In September, when the schools opened, the increasing demand for seats made necessary the employment of two assistant teachers, instead of one. In this manner the deadlock was broken and Sarah J. Repsher and Phebe Hibbs were elected. In later years a secondary department was established in the upper story with Miss Repsher as principal. After the completion of the Bath Street school building in 1881, this building was sold to Mohican Tribe, No. 127, I. O. of R. M., and is now known as Mohican Hall. In Bache's history of Bristol, published in 1853, we find the following description of the building

"School House No. 2 is a handsome Gothic structure, of light sandstone, built in broken range work, and painted in white; finished with a cupola; in all, constituting one of the handsomest public buildings in the town. It contains all the modern improvements for ventilation and heating. Its dimensions are 53 by 35 feet; two stories high. The interior arrangement is for a school room 32 by 36 feet, and a class room 13 by 18 feet, in each story; also two entrances and stairways, as a means of egress in case of accident, such as has occurred at various times in Philadelphia and New York."

It was in this building that the author received the rudiments of an education. Around the old school house still cluster many pleasant memories. The following lines, simple and crude as they may be, will no doubt awaken in the minds of many old time schoolmates, memories long since forgotten.

School Day Memories.

In memory I travel back,
To happy days of yore,
And roam about in childish glee,
Just as I did before.

The faces of my old schoolmates,
Again with joy I see,
While some now gone to Heaven's shore,
Seem beckoning to me.

The old school house with peaked roof,
Is standing just the same,
But some I met within its walls,
Now tread the paths of fame.

In memory I see again,
The wooden pump so dear;
That stood inside the old schoolyard—
So often out of gear.

The old forge too, I can behold
With all its dirt and grime,
Its chimney tall, but not so high,
But what we boys can climb.

Methinks I see, as oft before,
A schoolmate climbing high,
While we, his comrades, stand below,
'Waiting our turn to try.

Old Bunker Hill, that garden spot,
Where Mother Fiddle ruled,
And kept a gun to scare us boys,
So often was she fooled.

And Otter's Creek just where it bends,
I walk down to its brim;
And view again that sacred spot,
Where we boys learned to swim.

Beside the schoolyard tall and straight,
In majesty supreme,
I see that dear old buttonwood tree,
Of which I often dream.

Its spreading branches shelter me,
As in the days of yore,
I cut the punk from its gaping side,
As I often did before.

The old marsh too, with all its mud
Attracts my earnest gaze,
For I cannot forget its charm,
Through all my passing days.

But what is that? A crowd of boys,
The ice is weak and thin,
And Fred breaks through, but Joe is brave,
And quietly pulls him in.

Again the scene is changed once more,
The schoolyard I behold,
While underneath my feet there runs,
A sewer small and cold.

The boys are lining up the same,
And I cannot resist,
So take my place along with them,
The last upon the list.

Then down upon our hands and knees,
We all begin to crawl,
And through the sewer one by one,
We squirm with many a bawl.

From Otter Street to the railroad tracks,
We pass beneath the ground,
And quickly emerge on Goslin's side
With one triumphant bound.

And thus again as in a dream,
Those happy days I see,
As God in wonder turns for me,
The pages of memory.

Each dear familiar spot to me,
Has some particular charm,
As o'er the well-known paths I tread,
With playmates arm in arm.

I hear the merry laughter of
My schoolmates at their play,
And join again in childhood's games,
As in those early days.

But suddenly a shadow comes,
Like some bloodthirsty knave,
As I behold the forms of those
Long silent in the grave.

O, memory; thou fickle thing,
To tease the minds of men,
And from the heights of ecstasy
To dash them down again.

So now since thou hast sought to clothe,
My thoughts in sombre mood,
I'll ask release, and thank thee well,
Our walk has done me good.

Bristol Fire Company No. 1.—The action which led to the organization of Bristol Fire Company No. 1, was prompted by two disastrous fires, one of which consumed Albernathy's storehouse on the canal basin, and the other the frame houses on Mill Street, near Radcliffe. At its first meeting, held in the Town Hall, on March 10, 1857, a committee consisting of H. G. Stelwagon, C. W. Peirce, Jr., Dr. J. D. Mendenhall, L. A. Hoguet and A. L. Packer, was appointed to make inquiry relative to the purchase of an apparatus. This committee succeeded in raising \$1,800 by public subscription and placed an order with John Agdew, of Philadelphia, to build a new fire engine, to cost \$950, and be completed in six months. The committee also ordered 500 feet of leather hose. Mr. Agdew kindly loaned the company a second-hand engine until the new one was completed. At the same meeting the committee was authorized to purchase a lot at the corner of Wood and Market Streets, of Ellen Johnson, for \$600, upon which to erect an engine house. Subsequently a hose carriage was purchased for \$400. It was an antique affair, consisting of a reel, supported by two heavy wheels, with a short tongue or pole to which the rope was attached.

The first officers of the company were Lucius H. Scott, president; A. L. Packer, vice president; E. D. Buckman, secretary; J. K. Wildman, assistant secretary; Louis A. Hoguet, treasurer, and H. G. Stelwagon, C. W. Peirce, Jr., H. L. Strong, R. W. Brooks, Joseph B. Bailey, I. S. Tomlinson, W. S. Sulger, John Vanzant, Elwood Doron, Samuel S. Rue, Edward C. Brudon, Valentine Booz, Nathan A. Gaskill, Chas. C. Douglass and Robert Patterson as directors or engineers. At the meeting of July

7th, a committee reported that the charter had been received and was in the possession of the treasurer.

On December 23rd, the new engine arrived and the members gave a short street parade in order to show it to the people, after which a demonstration of its working qualities was given, which proved entirely satisfactory. The first fire at which the new engine was in service, occurred about 12 o'clock on Thursday night, March 18th, 1858, when a frame stable belonging to Jacob Poole was entirely consumed at a loss of \$600. On the same night a frame dwelling and stable owned by J. Merrick Brown, was burned and also two houses, owned by John Davis and Robert Sanderson were partly destroyed. The engine was in service for three hours and threw two streams of water constantly.

In 1868 the members became disheartened over the apathy in the community, with regard to the support of the company, and a special meeting was called to consider the advisability of handing over the engine to the borough authorities, but it was reported at this meeting that council expressed a willingness to assist in defraying the expenses of the company, and the members gained fresh courage, deciding to struggle on in the good work. Several disastrous fires occurred this year, notably St. Mark's Roman Catholic Church, Wm. Young's hay press, the Farmers' Hotel stables on Bath Street, Budd Doble's training stables and the Bristol Woolen Mfg. Co.'s mill.

In February, 1872, ninety-two new members were elected to membership. A new era appeared to be established and on March 5th the committee reported that they had purchased the hose carriage formerly owned by the Diligent Hose Company, of Philadelphia, for \$500, and 800 feet of new leather hose at 75 cents per foot. The carriage and hose had been housed on February 21st and taken out for exhibition and parade on Washington's birthday.

The agitation for the purchase of a steamer began in July, 1872, and in a short time \$2,000 were raised by subscription. On October 1st, the order was placed for a third size Silsby steam fire engine, to be delivered in thirty days. On the arrival of the steamer a parade was

held, the steamer being drawn by the horses of Good Will Fire Company, of Trenton, which were kindly loaned for the occasion. The steamer cost \$5,000, and was paid for by a cash payment of \$2,000, a note of \$1,180 at one year, note of \$1,120 at two years and a note of \$1,060 at three years, and John R. Boyd was elected engineer. The bell was purchased in 1873, having been formerly the Union Street Station bell at Philadelphia, weighing 1,423 pounds. In 1874, at a fire at the canal stables, on the property of Joseph Allen, the steamer was damaged by having the smoke stack and headlight torn off by striking the trestle under the railroad bridge, but by the substitution of a flour barrel for the smoke stack, good service was done and the injury was repaired after reaching the engine house.

On October 6, 1874, the use of the meeting room was granted to W. H. P. Hall and others for the purpose of organizing a new hose company. This was the first step in the formation of America Hose, Hook and Ladder Company No. 2, and was followed by formally renting the room to that company free of charge, and the loan to them of the Fame hose carriage, previously bought of Dr. Schenck, with a line of hose. This hose carriage was afterwards sold to the new company and 500 feet of hose was presented to them to fill the reel.

On February 13, 1875, the members attended the trial of the first fire plug in the town, one having been placed at the corner of Radcliffe and Walnut Streets by the newly organized Bristol Water Company, and also put the steamer in service from the river and from the plug, the result being very satisfactory, both as to the plug stream and the line from the steamer.

The company participated in the parade at the completion of the house of America Hose, Hook and Ladder Company No. 2, and attended Divine service at the M. E. Church on invitation of the pastor, the Rev. J. S. Cook, on October 10th. As evidence of the fact that the services of the company were appreciated by the ladies of the borough, a large and handsome flag was presented on May 4th, 1876, together with a beautiful banner of blue and gold bearing an appropriate inscription.

On February 22nd, 1877, the hand engine which had been kept in good order and repair, was turned over to the Fire Brigade of the Bristol Woolen Mills and housed in the brigade's building with appropriate ceremonies, after a street parade, in order to afford facilities for the extinguishing of fires on the west side of the canal. The same year a wooden bell tower was erected and the bell removed from the cupola and placed in the tower. On December 6th, 1877, the company with the steamer and hose carriage took part in a parade in Burlington, celebrating the bi-centennial of the settlement of that city. In August, 1875, permission was granted the Burgess and Town Council to place a third story upon the engine house, to be used as a council chamber.

On October 22, 1882, the company took part in the parade and celebration in Philadelphia of the Bi-Centennial Association of the Commonwealth of Pennsylvania, and on August 8, 1885, the company's bell was tolled for the memorial service of General U. S. Grant. On March 15, 1886, a pair of horses was purchased at a cost of \$500, with harness costing \$25. A brick stable 33 by 24 feet, by 12 feet high, was erected and joined to the engine house. On September 15, 1887, the company took part in the Philadelphia parade in honor of the Constitutional Centennial. The team proving unremunerative, the horses were sold in April, 1888, for \$350, and arrangements made with the fire committee of council for hauling the steamer to and from a fire.

On July 10, 1890, the purchase of leather hose was discontinued, and 400 feet of rubber-lined canvas hose were bought. A two-wheel hose cart was bought of the Silsby Company in May, 1891, at a cost of \$166.25, and a pole for drying hose was placed in the lot adjoining the building. On April 7, 1897, the fortieth anniversary of the company was duly celebrated, and the same year the company participated in a parade at the reunion of the One Hundred and Fourth Pennsylvania Volunteers, and Durrell's Battery, held in Bristol on September 16, and also housed a new hose wagon with swinging harness and other modern appurtenances.

On October 21, 1899, the company responded to an

invitation from Good Will Hose Company No. 3, to assist in the housing of their new combination hose and chemical wagon and on June 6, 1901, the company joined the State Fire Association. During 1903 a hose tower was erected and furnished with all necessary conveniences for drying hose. In 1904 a horse was purchased for drawing the hose wagon. On May 19, 1906, the company turned out to take part in the ceremony of housing the new chemical engine of Good Will Hose Company No. 3, and the raising of a flag at the Hall of Mohican Tribe, No. 127, Imp. O. of R. M.

On April 8, 1907, the company celebrated its fiftieth anniversary with a banquet in Pythian Hall. Of those who constituted the company in 1857, but three are known to be alive today: William S. Sulger, I. S. Tomlinson and G. Morris Dorrance. During the existence of the company it has fought successfully about 300 fires. Last year (1910), the company purchased an automobile hose wagon, with chemical apparatus combined, being the first company to introduce an automobile fire apparatus in Bristol.

Washington Hall.—This three-storied brick edifice, situated at the westerly corner of Radcliffe and Walnut Streets, was erected by a subscription stock company, expressly with the laudable design of supplying that much wanted desideratum—a public hall adapted to the general convenience of the people, and for the accommodation of the several popular societies of the day, which had sprung into existence among the citizens of Bristol and vicinity.

The first meeting which was held for the purpose of building this hall, convened June 17, 1846; and it was then proposed to confine the subscriptions to the building among the Odd Fellows (Hopkins Lodge, No. 87), for whose accommodation it was in the outset originally designed. But after consideration among the members, and consultation with the citizens, the proposition was modified to allow any one to buy shares from the original projectors and stockholders, provided the same was first offered to Hopkins Lodge, and declined..

In 1847 the building was completed, and since then has accommodated a number of societies and organizations, and for several years was the headquarters of the old Franklin Building Association, instituted November 7, 1853. April 7, 1848, the charter was granted, under which Trustees were elected annually. The lower story which for many years has been the home of "The Bucks County Gazette," was in its early days a "lecture room," and was transiently rented for all purposes of public interest or pastime. Some years after the building was erected, Hopkins Lodge, No. 87, absorbed all the stock of the company and had the title transferred to them, thus winding up the affairs of said company.

Building Associations.—It is not often in a manufacturing town that so many of the operatives own the houses they occupy as is the case in Bristol. This condition of things, so desirable and necessary in every well-ordered community, has been brought about mainly through the agency of building and loan associations. The second organization of this character in the state, the Bristol Building Association, came into existence February 22, 1847, when Joshua V. Buckman was elected president, Anthony Swain secretary, Robert C. Beatty treasurer, and Lewis P. Kinsey, Charles W. Peirce, Charles T. Iredell, Walter Laing, Joshua Fell, Jonathan Milnor, John Dorrance, L. A. Hoguet and William Hauk, directors. The plan was simple; the funds first realized amounted to \$400, which was loaned in sums of half that much to the person offering the highest premium. Mortgages on real estate and the shares of the borrower were held as collateral security. The principal and interest on the debt were paid in monthly instalments of one dollar a share and one dollar for every two hundred borrowed. This association was closed in 1859. Two others had, meanwhile, come into existence, the "Franklin" and the "Union." The former was organized November 7, 1853, with Anthony Swain secretary and Robert C. Beatty treasurer. The "Union" was established about the same time with Andrew Gilkeson secretary. The "Home" and

"Cottage" building associations were started in 1867 and 1870 respectively, the principal promoters being William Hauk, L. A. Hoguet and Samuel Swain. The Bristol Building Association was incorporated in December, 1866, having organized August 6th the previous year with William Hauk, president; J. V. Buckman, secretary, and L. A. Hoguet, treasurer. The Union Building and Loan Association was organized June 8, 1874, with the following officers: President, Jonathan Milnor; secretary, Samuel Swain; treasurer, Charles T. Iredell. The Fidelity Building Association was organized February 8, 1885, and incorporated March 26, 1885. Original officers: President, James Wright; secretary, A. Weir Gilkeson; treasurer, Robert W. Rogers. This was the first association in Bristol to adopt the instalment plan of paying premiums. The Merchants and Mechanics' Building Association was organized October 21, 1885, with Charles W. Peirce president, John C. Stuckert, secretary and Dr. Howard Pursell treasurer. The "Bristol," "Union," "Fidelity" and "Merchants and Mechanics," are in active and prosperous operation at the present time.

A New Charter Obtained for the Borough.—At a general town meeting, held July 26, 1850, Samuel Allen, Dr. Benjamin Malone, Andrew W. Gilkeson, Anthony Swain, William H. Swift, Isaac Van Horn, Pugh Dungan, William M. Downing, Gilbert Tomlinson and William Bache were constituted a committee to prepare a draft of a new charter, which, with slight amendments, was passed by the legislature and approved February 15, 1851. It increased the number of councilmen to nine, but abolished the office of second burgess. The burgess and council, in meeting on the 25th of February, 1853, took into consideration the propriety of asking such amendments in the borough charter as shall secure to the corporation the power and control in opening and extending streets, and the jurisdiction of the port in building and extending wharves and landings. It was determined that these privileges should be asked; and an Act was passed at the session of 1853, giving burgess and council the necessary

powers. The council was increased to ten members in 1863, and to twelve in 1878, when the borough was divided into three wards for election purposes. Today it numbers twenty members, the borough being divided into five wards. Prior to 1863 all officers were elected annually; but subsequently the burgess and councilmen were elected for two years, two of the latter being chosen every year from each ward. Within the last few years the burgess has been elected for three years. The borough records now extant begin with the year 1730. The official acts of the town fathers reflect much that is of interest in connection with village politics in the early history of the borough. The ferry, encroachments upon the streets, and local nuisances were the most fruitful sources of legislation. Public morals were jealously guarded. In 1769, when it appeared that crowds were accustomed to collect at the Baths on Sunday and become disorderly, an ordinance was passed forbidding any one to loiter in that vicinity; and in the following year the custom of collecting on the street corners was severely censured. It was disorder incident to the fairs that resulted in their discontinuance. The penalty for Sabbath-breaking was confinement in the workhouse five days at hard labor upon an allowance of bread and water. Election days were some times disorderly; and that this might not occur, the council decreed in 1751, that the polls should be opened at 1 o'clock in the afternoon and close precisely at 6 in the evening.

The Bristol Gas Light Company.—The Bristol Gas Light Company was incorporated March 29, 1856, and organized with Lucius H. Scott, president, and Charles W. Peirce, secretary and treasurer. The manufacture of gas was begun July 30, 1857. Several miles of pipe have been laid and the conveniences of gas light brought within the reach of all. A few years ago the company sold out its interest to the Public Service Corporation of New Jersey. The price of gas at this time (1911) is \$1.50 per 1,000 cubic feet.

Bristol in 1853.—Wm. Bache, writing in 1853, thus summarizes Bristol's industrial and business interests at that time:

"At present the greater amount of business in general storekeeping is carried on in Mill Street; which now has twelve retail stores for the sale of groceries, provisions, clothing, dry goods and housekeeping articles generally. Besides these, there are now, on the same street, two fancy dry goods and trimming stores, two leather and shoe-finding stores, three tin and sheet iron manufactories, three millinery and two tailoring establishments, three harness manufactories, three boot and shoe makers, a grain and a saw mill, two hat manufacturers, one smith-shop, two drug and medicine stores, two tobacconists, one soap and candle manufactory, one cabinet-ware maker, a printing office, a watchmaker and jeweler, two bakers and one public house.

"On Radcliffe Street we have three or four stands for general store-keeping, one millinery and one ladies' shoe store, a confectionery, two public houses, a few shopkeepers, and a boat yard.

"Bath Street is at present chiefly occupied with private residences. The property on the upper side, however, has been rendered very valuable for landings on the canal and on a small inlet of sufficient capacity to admit canal boats. Two extensive lumber and coal yards are upon this inlet, which yards open on Bath Street.

"On Cedar Street, one small grocery store, one blacksmith shop, one wheelwright shop and a livery stable.

"On Wood Street are two small grocery shops, an iron foundry, one ladies' shoe shop, one blacksmith and one paint shop.

"On Market Street, one blacksmith shop, one paint shop, one cooper shop, one ladies' shoe shop and two livery stables.

"At Mulberry and Pond Streets is erected Hibbs, Fry and Company's machine shops for the manufacture of clover hullers and cleaners invented and patented by Jonathan Hibbs, one of the partners. Also on Mulberry street is carried on the business of grain cradle making.

"On Walnut Street, several boot and shoe manufactories.

"On Buckley Street has recently been erected Strang & Morgan's malleable iron and tilt-hammer works, now going into active operation. The business of rope making is also carried on in this street.

"In Otter Street have recently been erected one wheelwright shop and a pump-maker's shop. Otter Street is becoming one of the most favorable localities for the erection of shops for carrying on the mechanic arts, particularly such as are more generally required by our neighboring farmers. A small grocery store has recently been opened on this street, required by the rapid advancement in building up the lots opened for improvement in that neighborhood in 1851.

"On Linden Street is erected an extensive and complete coach, wheelwright, blacksmith, painting and coach-trimming establishment.

"A large amount of the river front, and sites on the canal, are occupied by coal operators, and some portions for boat building.

"Along the line of the canal, within the limits of the town, are several extensive stables, smith shops, a cooper's shop, and stores adapted to the wants of watermen."

We do not claim in the above recapitulation to have noticed all the industrial pursuits of the town; while enough has been presented to give a general idea of the borough as to its business character in 1853.

Disastrous Fire; How it Was Fought.—The compiler is indebted to our fellow-townsmen, Charles M. Foster, for the following article which gives an interesting account of one of the most disastrous fires which took place in Bristol prior to the period of the Civil War:

About 1 o'clock in the morning, on March 4th, 1857, the citizens of the town were awakened by the ringing of the town house bell and the cry of fire. The town was small in comparison with its size today, having about 600 houses and a population of 3,000 souls. No fire apparatus was owned by the town, and when the town house bell sounded the alarm all the men and boys re-

sponded promptly and with the aid of buckets assisted in extinguishing the flames.

On this particular occasion, fire had broken out in the shoe store of David R. Jamson, on Mill Street, which stood on the site now occupied by Mrs. Sarah Smith. Between it and W. P. Wright's store building, which was then occupied as a trimming store by Mrs. Lydia Lukens and her two daughters, was an alley which alone saved the Lukens' home from destruction. A few days before, snow had fallen to the depth of six or eight inches, being followed by a warm rain, but on the day of the fire the weather had cleared with a strong northwest wind blowing and was very cold. The fire quickly spread to the next house on the east side, occupied by William Scull as a dwelling and oyster house, thence to the little office of Joseph B. Pennington, justice of the peace, adjoining, and continued to spread to the next house, in which was kept a tobacco store by John Vanzant. Mr. Scull had in his home thirty-two silver half-dollars, which he was unable to secure on account of the rapid progress of the fire, but at the end of the conflagration, they were all found in the cellar in good condition.

Bristol having no fire apparatus, water was obtained from a well which was located in the yard back of a restaurant on the opposite side of Mill Street. This pump had been put in order only the day before the fire by our fellow townsman, the late Joseph Tomlinson. Two lines of men were formed across Mill Street, one of which passed the full buckets and the other returned the empty ones. These men worked unceasingly until 9 o'clock in the morning, the fingers of many being almost frozen and were thawed out in warm water.

A New York passenger train was detained at Bristol station by the freezing of the supply pipe which carried the water from the tender to the locomotive boiler, and the passengers were obliged to seek the Delaware House for shelter and refreshments. They were greatly astonished at the work accomplished by the fire fighters, without the aid of a fire engine. The roofs of the store property at the corner of Mill and Radcliffe Streets, adjoining the burning buildings and the Delaware House were cov-

ered with frozen snow and slush, which prevented them from catching fire.

The steamboat, *Thomas A. Morgan*, which made daily trips to and from Philadelphia, was lying at the Mill Street wharf, and when the fire broke out Captain Jonathan Cone sent her over to Burlington for a fire engine. The Burlington firemen very kindly responded and came over with the old *Fulton* hand engine, not being in possession of a steamer. The engine was placed on the forward deck of the steamboat and the manhole plate on the *Morgan's* boiler removed and the suction pipe run into the hot water in the boiler. The fire hose was run up the hill to the fire and the water turned on, but the cold was so intense that the hose was frozen stiff, rendering it useless. All the men did noble work, however, and finally the fire was extinguished. During the fire some one broke into Nathan Tyler's store cellar, at the corner of Mill and Radcliffe Streets, and carried off hams and other provisions.

A few days after the fire a meeting of citizens was called and Fire Company No. 1 was organized. It was also decided to place an order for a fire engine and to purchase the ground upon which the present fire house now stands. The builders of the new engine kindly loaned the company a second hand engine to use until the new one was completed.

A Singular Accident.—Away back in the fifties of the last century a singular railroad accident occurred at the Bristol station. The old freight depot, which stood on Pond Street, was used in those days as a sort of round-house and train shed. In close proximity to the southern end of the freight station stood a frame dwelling house occupied by William Stewart and his family. At a point opposite Mulberry Street, was a turn-table and the cars which entered the freight house, ran over this turntable. On the day when the accident occurred a passenger coach was standing in the freight house. Through the negligence of some one, the switch was left open and an express train coming down from Trenton, ran through the open switch, crossed the turn-table and entering the

freight house, struck the passenger coach which had been stored therein, with such force as to drive its end through the wall of the building, across the open space and through the side of the Stewart dwelling. When the car stopped, its forward end hung suspended over the table where the Stewart family were eating their dinner. No one in the Stewart home was injured, although Mrs. Stewart suffered severely from shock. The fireman and greaser of the express train, however, were seriously injured, both of whom suffered the amputation of a foot.

County Elections.—The elections for county officers were held at Bristol until the county seat was removed to Newtown, in 1725, when they were changed to the latter place and continued there for many years. The first division of the county into election districts was by the court in 1742, but no places were fixed for the polls. Bristol, Falls and Middletown formed the first district. The county was divided into two election districts by the act of June 14th, 1777. Bristol was included in the second district and the elections were held at Newtown. In 1794, for the greater convenience of the voters the county was divided into five election districts. Bristol, Falls and Bensalem comprised the fifth district and the elections were held in the old court house, on Cedar Street, Bristol. By 1818 all the townships in the county had become separate election districts, with the exception of Bristol Township and Borough, whose elections were held in the old court house.

Caleb N. Taylor, of Bristol Township, Only Delegate From Pennsylvania, Who Voted for Abraham Lincoln, in the Republican National Convention of 1860.—At the centennial anniversary celebration of the birth of Abraham Lincoln, held in the Colonial Theatre, February 12, 1909, by the school children of Bristol Borough, Charles E. Scott, the cashier of the Farmers' National Bank, in an address, told how in 1860, Caleb N. Taylor, of Bristol Township, went as a delegate to the National convention in Chicago and was the only one of all the Pennsylvania delegation who refused to be tied by the unit rule and

would not vote for Simon Cameron for President, but cast his vote for Abraham Lincoln, who was eventually nominated.

Mr. Scott said in part: "There is a historical incident of much local interest connected with the anniversary we are celebrating today, of which probably not a half-dozen persons in this building are aware, and most of those who knew of it have forgotten long ago; but I want to transmit it to you, young people, that you may not only bear it in mind as a matter of local pride, but that it may lead you to take a greater interest in each recurring anniversary of our martyred president, when you know that you have a peculiar right to do so.

"Do you know that this town and Township of Bristol, in this County of Bucks, is the only spot in all the State of Pennsylvania that can most fitly commemorate the birth of President Lincoln? When the Chicago convention met in 1860, to choose a nominee for the presidency of these United States, Caleb N. Taylor, of Bristol Township—and I might say of Bristol Borough, for he was the largest holder of real estate in the borough; afterwards president of our Bristol bank and our member of Congress—was selected as delegate from this Congressional District, then embracing the counties of Bucks and Lehigh. It was afterwards formed from Bucks County and the Twenty-third ward of Philadelphia, and was not, as at present, composed of Bucks and Montgomery counties. His alternate being a gentleman from Lehigh County, who could not attend the convention, Benjamin J. Taylor, of Bristol, was appointed alternate in his stead, and accompanied Mr. Taylor to Chicago.

"When our delegate arrived in Chicago, he was attracted by a man of thoroughly western characteristics, who was looked up to by his fellows as a born leader; as a man of excellent judgment and considerable attainments. This man was Abraham Lincoln, of Illinois, and a number of delegates intended to place his name before the convention. After personally judging of his qualifications, and diligent inquiry as to the outlook, for Mr. Taylor was a thorough investigator, and never went into anything blind, whether in politics or business, he de-

cided to vote for him when a ballot should be taken, and did so from first to last; the entire balance of the delegation casting their votes for Simon Cameron, of Pennsylvania, though knowing full well that Cameron had not a ghost of a chance to succeed.

"Therefore, I say, that this is the only spot in this whole state that was honored by having one of its citizens among the foremost in placing Lincoln's name before the people of the United States for election to that high office."



EPOCH VII.

PERIOD OF THE CIVIL WAR.

Lincoln Greeted by Bristolians.—February 21st, 1861, was a day long to be remembered in Bristol. President-elect Abraham Lincoln had left his western home a few days before, and started on his long journey to Washington, via New York, Philadelphia, Harrisburg and Baltimore. The news had reached Bristol that Mr. Lincoln was in New York and would pass through here in the afternoon en route to Philadelphia. A large crowd gathered at the station and to their great surprise the train stopped at the depot. Surging around the rear platform of the last car, in which Mr. Lincoln and his family were riding, they made the welkin ring with their cheers for the new president. As the tall form of Lincoln appeared in the doorway, Frank Woodington, Sr., bounded up the steps of the car, and grasping the President's hand said: "Mr. Lincoln, when you get to be President, enforce the laws." Lincoln gave Woodington's hand a hearty shake and said: "That I will try to do, my friend." Woodington was followed by a colored man and lastly by Gilbert Tomlinson. The train was moving as the latter gentleman sprang to the ground, but Lincoln stood in the doorway waving his hand to the cheering crowd, until he disappeared from view.

A Bristol Girl Unfurls First Confederate Flag.—In an old scrap book belonging to Charles M. Foster, was found the following newspaper clipping, which shows that Miss Tyler, a daughter of Robert Tyler, who for many years was a prominent resident of Bristol, but who at the

breaking out of the Civil War, left the town and cast his lot with the South, was accorded the much to be regretted privilege of unfurling the first Confederate Flag:

"At a little after noon yesterday," says the Montgomery (Alabama) Advertiser, of the 6th instant (1861), "the Congress adopted a flag for the Confederacy, which may be described thus: Three bars, each in width, one-third of the depth of the flag; the upper and lower bars red, and the middle one white; a blue field in the upper left-hand corner, with seven stars in a circle. The secretary of the Congress was ordered to have a flag prepared and hoisted on the Capitol immediately; and under the direction of Commander Ingraham, and assisted by Lieutenant-Colonel Sayre, late of the United States Marine Corps, the ensign of the Federation was prepared and ready for hoisting by a little before 4 o'clock P. M., when it was run up by Miss Tyler (a granddaughter of ex-President Tyler), in the presence of a considerable crowd. The Blues saluted the flag with seven guns, and Mr. Canning's fine band from the theatre, furnished excellent music for the occasion."

Bristol's Patriotism at Sumter's Fall.—Our fellow-townsmen, Charles M. Foster contributes this interesting article, in which he tells of that memorable day in Bristol, when on the morning news was received of the surrender of Fort Sumter, the people gave expression to their patriotic feelings by displaying flags:

"April 14, 1861, was a memorable day in Bristol. I was employed by my father, James V. Foster, in the retail dry goods and grocery business at No. 33 Mill Street. At that time my father was serving as a juryman in the United States Court at Philadelphia. I had been reading every day with much interest of the conduct of the secessionists in the South, and the attack on Fort Sumter and the Steamer, *Star of the West*, which had been sent with supplies for Major Anderson.

"Being extra busy on account of father's absence, I had not looked over the morning paper, but on going out on the pavement and looking across the river towards Burlington, I saw the large flag flying from the Beldin Hotel,

and knew it meant something out of the ordinary, as flags were not numerous and not often displayed except on Independence Day, Washington's birthday, and during political campaigns. As I stood looking at the flag, James S. Fine came along, and drawing his attention to it, I asked him if he knew what it meant. He replied: 'Yes, have you not read the morning papers yet? Major Anderson has been compelled to surrender Fort Sumter to the rebels, and people all over the land are showing their patriotism by displaying the stars and stripes.'

"My young heart was stirred with the news which I had heard and immediately going to the housetop, flung my flag to the breeze. At that time few flags were owned by Bristol people and on national holidays but two were to be seen, the one on the Delaware House and the other my own. Charles E. Scott, who is cashier of the Farmers' National Bank, had erected a nice flag staff on his father's store on Radcliffe Street, and was the first man to unfurl his flag on that memorable morning and I was the next. We were followed by Lewis F. Pratt, proprietor of the Delaware House, and Henry G. Booz, who resided at the corner of Cedar and Walnut Streets. Then flags were swung across the streets by Captain James McClain, of Franklin Street, and William H. White, of Bath Street.

"The demand for flags became so great that I was kept busy for several days giving information how to make them and to rig poles for their display, which information it was a great pleasure for me to give. The larger cities were unable to supply the demand for bunting and other material was brought into use. Samuel Cabeen, of the firm of Bostwick & Cabeen, whose place of business was at the corner of Mill and Pond Streets, purchased a lot of red, white and blue delaine which made very handsome flags. A fine one of that material, twelve by eighteen feet, was soon displayed from the roof of their building. One of the same dimensions was displayed from a high pole on the cupola of Dorrance & Doran's flour mill. W. H. H. Fine's Hotel at the corner of Mill and Bath Streets run up a fourteen-foot flag. W. H. Evans swung a nice twelve-foot flag across the street from his store, corner

of Mill and Wood Streets. The employees of W. K. Kelly's iron foundry, on Wood Street, purchased a flag for their building. The scholars of the Wood Street and Otter Street public schools collected money for flags, which were displayed from staffs on each of the buildings.

"On April 18, 1861, a mast and topmast, 115 feet high, was erected at the intersection of Mill and Radcliffe Streets, and a handsome flag twenty by thirty-six feet was unfurled to the breeze with appropriate ceremonies, the Rev. P. J. Cox, of the Wood Street M. E. Church, making the presentation speech. The day was bright and very warm, with a fine southerly breeze. This was followed by a sudden rain and wind storm from the West and before the flag, which a few minutes before had been unfurled with loud cheers and hurrahs, could be hauled down, the wind tore out the top of the pole where the halyards were fastened, and the flag thus released, was carried over the Delaware House towards the river. The lower end of the flag, however, still clung to the halyards, and it was promptly secured without further damage. The next day it was floating as proudly as ever in the breeze.

"Mrs. Lewis T. Pratt, who stood by, remarked it was rather a bad omen, indicating a severe struggle, but as the flag was not lost, its enemies would finally be defeated and the flag and nation preserved.

"The flag continued to fly nearly every day and was allowed to wear away without being repaired, so that in three years there was little left of it except the union. It was finally loaned to an entertainment out of Bristol and was never returned. I forgot to mention that the flag was made by Mrs. Hal Martin and other ladies of the town, each star bearing the name of the person who made it. The mast and flag were both paid for by patriotic citizens of Bristol and vicinity.

"Toward the close of the war, when the fall of Richmond seemed certain, Mrs. Cornelius C. Pratt, aided by others, collected \$100 by subscription and purchased a new flag, twenty by thirty feet, and placed it in charge of a committee consisting of John H. Jones, Charles H. Pratt and myself, with positive orders not to loan it, but

to use it only for national purposes. These instructions were strictly adhered to, except on the occasion of the two-hundredth anniversary of the founding of the city of Burlington, when it was promptly returned in good condition.

"The mast was struck by lightning during the summer of 1879, on the 4th day of August, and so badly damaged that it was cut down. The flag was placed in the custody of H. Clay Beatty Post, No. 73, G. A. R. I find there were a few others who displayed the flag during those exciting days which followed the surrender of Fort Sumter, namely: C. C. Douglass' stove and tin store on Mill Street, S. S. Rue, on Wood Street; John Dorrance, on Radcliffe Street; Captain Burnett Landreth, at Bloomsdale; Captain Jackson, on Pond Street; J. W. Hall, on Wood Street; J. H. Chambers, on Mill Street; J. Merrick Brown, corner of Market and Pond Streets; John Wright, Mill Street, near canal, Robert C. Beatty, on Radcliffe Street. Captain Joseph H. Hutchinson, on Beaver Street, erected a high mast and topmast on his lawn, the flag when run to the top, being seen for several miles around. A large and beautiful flag made of flannel was swung from the store of John Davis across Radcliffe Street, near the Hollow Bridge. Many other citizens, imbued with feelings of patriotism, displayed smaller flags from the windows of their dwellings.

"Thus was the spark of patriotism ignited in this locality, by the firing of the first gun in the Civil War; a patriotism that sent our brave men to the front when Lincoln called for aid; a patriotism that sustained them during those bloody years of warfare; that sent many of them to martyrs' graves, cheering the old flag; that enabled men like Michael Dougherty to withstand the horrors of Confederate hell holes, like Libby and Andersonville prisons; that made heroes like Henry Clay Beatty; that brought desolation to many homes; but through it all a patriotism that rose above partisanship, and with but one thought, that of preserving the integrity of the nation, gave to our town a long list of noble patriots, whose names we honor and whose memory will never fade."

Young America Aroused.—The spirit of patriotism aroused by the fall of Fort Sumter, affected even the children of the town, and they were not slow in giving public expression to their patriotic feelings. On Monday, April 29, the children of Public Schools Nos. 1 and 2, made an effective display, in a juvenile parade, with banners bearing appropriate mottoes, displayed in their ranks. The ceremonies commenced by unfurling to the breeze, at School House No. 1, a beautiful American flag, 8 by 12 feet, when J. Magill, Esq., was called to the stand and delivered a patriotic address, the ceremonies closing by the children uniting in singing the Star-Spangled Banner.

The young cavalcade, with their superiors, then repaired to School House No. 2, where a similar flag was raised and addresses delivered by Amos Briggs, Esq., Colonel Montgomery and Caleb N. Taylor, Esq., closing with three cheers for the Stars and Stripes. Thus, by the patriotic fervor of childhood, was fuel added to the already glowing fires of patriotism.

Patriotic Enthusiasm.—Before the flag was lowered on Fort Sumter, a company roll call for the formation of an infantry corps was opened in Bristol by Wesley M. Lee, Esq., and on the day preceding the fall of Sumter, thirteen able-bodied men had signed the call for volunteers. A meeting was held in the town hall on the evening of April 13, 1861, at 7:30 o'clock, at which time contributions amounting to \$100 were pledged, and others conjointly promised that \$1,000 should be raised. The company, when organized, was to be drilled by Colonel W. R. Montgomery, a resident of the town.

Then followed the surrender of Fort Sumter and the old town was on fire with patriotism. The drum and fife were heard in the streets by day and night. To the credit of the town, the muster roll of the company then forming soon reached eighty, nearly all of whom were young men. A few of the citizens, with praiseworthy consideration, resolved to give encouragement to the patriotic movement by at once starting a subscription for the purpose of clothing these volunteers and sustaining their families in their absence—a considerable sum was immediately

raised. The work of preparing flannel underclothes was commenced by some forty ladies, in the basement of the Presbyterian Church. The Masonic Fraternity promptly offered the spacious lower room of their handsome hall, to the new company, as a place for drill, and there, three times a day, the men assembled for that purpose. Colonel Montgomery took a great interest in the company, and was busily employed day and night, in making them familiar with the manual of arms.

About the first of May the enrolled men went by rail to Philadelphia for inspection, and with the exception of three, who were struck off, passed a most satisfactory and commendable inspection. It was intimated that they might look forward to being accepted as a part of Pennsylvania's reserve force under command of Colonel Wm. Mann. The enrollment of the company was augmented by the signing of several recruits from Tullytown. An election was held, according to military rule, and William Kinsey, Robert Patterson and John Dorrance were duly sworn and affirmed as an election board, by Jos. B. Pennington, Esq. W. S. Thompson was unanimously elected captain, H. Clay Beatty, first lieutenant, and S. J. La Rue, second lieutenant. The company was named the "Montgomery Guards of Bristol," in honor of their fellow citizen, Colonel Wm. R. Montgomery.

Subsequently the ladies of Bristol presented to the Montgomery Guards a suit of silk colors, to be carried with them to the tented field. The Rev. Cox, pastor of the Bristol M. E. Church, made the presentation speech, which was highly patriotic. Lieutenant H. Clay Beatty accepted the colors in behalf of the company in a neat and pertinent speech, glowing with patriotism. A revolver was presented to Captain Thompson, and also to First Lieutenant H. Clay Beatty, and Second Lieutenant S. J. La Rue; each of the gentlemen replied in appropriate terms.

By the time the company was fully equipped, drilled and ready for service, the women of Bristol had made 358 substantial woolen garments. Among those active in the work was an honored matron of 84, Mrs. Mary Street, also another, nearly as far advanced, Mrs. Rebecca James, who with equal zeal, embarked in the labor of love.

Sword Presentation.—Soon after the formation of the Montgomery Guards, William Kinsey, Esq., made a loan presentation to Captain Thompson, of the handsome sword and sash formerly in the possession of his son, Lieutenant Samuel Kinsey, deceased, attached to the United States Artillery Corps. The friends of Lieutenant Samuel J. La Rue, a few weeks later presented him with a handsome sword; and subsequently a superb sword and belt costing \$30, was presented to Lieutenant H. C. Beatty, by his personal friends of Bristol. The presentation was made on the part of the donors, at the Masonic Hall, by the Rev. P. J. Cox, of the M. E. Church.

The Montgomery Guards Inspected.—This fine body of our citizen soldiery, who at the time of their informal inspection on the 18th ult., to be mustered into Colonel Mann's regiment, attracted marked encomiums for their soldiery appearance, again repaired to Philadelphia on Wednesday, May 29, 1861, leaving Bristol on board the Steamer Warner, and on arriving in the city marched to the rendezvous, Girard House, for inspection. The company numbered 88, including the officers—and were fully inspected by Dr. H. H. Smith. Seven were rejected for want of height, two for other causes, and one after inspection declined serving for the full term of three years or during the war. With these exceptions the company passed an acceptable inspection.

The company then returned to Bristol, with orders to hold themselves in readiness to proceed to Camp Washington, at Easton, to join the nine companies under command of Colonel Wm. B. Mann, which had preceded them, where the regiment was to be instructed in the school of the soldier by well disciplined officers and teachers.

The Montgomery Guards left on Saturday, June 1, 1861, at 7:50 A. M., by way of the C. & A. and B. D. Railroad for Easton; but no arms or accoutrements were furnished to the company before their arrival at the camp. (Bache's Index.)

Bristol's Three Military Companies.—During the Civil War, Bristol raised three military companies, one of which fought through the war from 1861-65, making an honorable record.

Company I (Montgomery Guards), Third Regiment Pennsylvania Reserves, of Bristol, was recruited during the month of April, 1861, by Captain W. S. Thompson, a veteran of the Mexican War. Upon his promotion to lieutenant-colonel, First Lieutenant Henry C. Beatty was elected captain. He was killed in August, 1862, at the second battle of Bull Run, Samuel J. La Rue becoming captain and Samuel Beatty, first lieutenant. During the term of service, nine men of the company were killed outright, and eight died of wounds and disease.

On the 15th of April, 1861, President Lincoln issued a proclamation calling upon the Northern States for 75,000 men for ninety days, the quota of Pennsylvania being 16,000. Steps were immediately taken in Bristol to form a company, but before it was accomplished the state quota was filled.

There being several thousand Pennsylvanians recruited in excess of the quota, Governor Curtin was authorized by an act of the Legislature, dated May 15th, 1861, to organize a State Military Corps, to be called the Reserve Volunteer Corps of Pennsylvania, composed of thirteen regiments of infantry, one regiment of cavalry, and one regiment of light artillery. The volunteers were assembled during the last weeks of May in several camps of instruction, where they were formed into regiments.

The Bristol Company was assigned to the Third Regiment of Reserves, of which N. G. Sickles was elected colonel, and William S. Thompson, captain of the Bristol Company, was elected lieutenant-colonel.

After serving for about two months in the state service, the regiment was ordered to Washington, arriving there on the evening of July 25th, and was mustered into the United States service on the 27th of July. Its first engagement was at Dranesville, on the 20th of October.

The regiment, after participating in the Peninsular Campaign, was moved up to Manassas to support General Pope, where it was in action at Gainesville and Sec-

ond Bull Run, and afterwards took part in the Antietam campaign. Following this, the regiment participated in the attack on Fredericksburg, and the campaign in West Virginia, under General Crook. The regiment was mustered out of service in July, 1864.

Company I, Seventeenth Regiment, Reynold's Division of Pennsylvania Militia, was organized in 1862, and Burnet Landreth was elected captain. The company, as originally organized, numbered sixty men. The following is a brief history of the object of the formation and story of the short service of the militia of 1862:

On the 10th of September, the rebels having crossed to the northern bank of the Potomac, Governor Curtin, of Pennsylvania, authorized by President Lincoln and General Orders No. 35 and 36, called for 50,000 men. Two provisional regiments of militia went forward next day, followed up by others as organized. Fifteen regiments, ten days later, were concentrated at Hagerstown, Maryland, ten regiments at Boonsboro, and the other twenty-five regiments were on the march, or in state of preparation, making 50,000 men in all, constituting what was officially termed the Militia Division. This was commanded by Major-General John F. Reynolds, who was detached from the second corps of the Army of the Potomac to mould the new force into shape.

The battle of Boonsboro was fought on the 14th of September, and the battle of Antietam was fought on the 16th and 17th. By the 19th the rebels had retreated to Virginia. On the 24th orders were issued for the discharge of the militia after two weeks' service. Because of the retreat of the rebel army, none of the militia force was called upon to go into action, but it was a narrow pinch, as, had the Northern Army failed to have stopped the rebels' advance the militia would have gotten into it with both feet.

In a letter addressed to Governor Curtin by General McClellan, thanking the Governor of Pennsylvania for his energetic action in calling out the militia and placing them in the field, McClellan adds: "Fortunately circumstances render it impossible for the Army to set foot upon the soil of Pennsylvania, but the moral support



CAPTAIN BURNET LANDRETH.

rendered the army was none the less mighty. In the name of the Army and for myself, I again tender you an acknowledgment for your patriotic cause. The manner in which the people responded to the call no doubt exercised a great influence upon the enemy."

These 50,000 militia were not mustered into the United States service or the State service. There was no time to spend over the formalities of muster, the men were wanted too quickly, wanted to make a demonstration, and were accepted on the enrollment lists of the captains. Nearly two years later the captains were sent pay rolls in quadruple, on which were made out the names of their men, who, on the second of June, 1864, were paid by the clerks of Colonel B. W. Bruce, United States Paymaster, of the District of Baltimore.

Company G, Forty-third Regiment, Pennsylvania Ninety-Day Volunteer Militia, in 1863; Third Brigade, Franklyn's Second Division, Dana's, Couch's Army of the Susquehanna, was organized by the selection of Burnet Landreth, captain. Following is a brief history of some incidents connected with the formation and services of the company.

On the 9th of June, Secretary of War Stanton created two new military departments. First, that of the Susquehanna, under Major-General Darius N. Couch, transferred from the second corps, this department comprehending everything in Eastern Pennsylvania and Maryland, north of the Potomac; second, that of the Monongahela, under Major-General W. T. Brooks, comprehending Western Pennsylvania, Western Virginia and part of Ohio. Preparations were immediately made to organize army corps for these two new divisions.

On the 15th of June, President Lincoln called for 100,000 men to serve for six months, but enlistments were slow. The people seemed to doubt if the rebels really intended to invade the North, but on the 24th and 25th of June the entire rebel army crossed the Potomac. On the 26th of June, Governor Curtin, with the approval of President Lincoln, and under General Order No. 43, issued a proclamation calling for 60,000 men for ninety days. To this call thirty-eight regiments of infantry,

three troops of calvary, and ten batteries of artillery were brigaded, principally in the district of General Sigel. Of these men 31,000 were assigned to the Army of the Susquehanna, and 5,000 to the Army of the Monongahela. One-half of the entire force were men who had already seen service in the field. In addition to the 31,000 Pennsylvanians in the Army of the Susquehanna, were 6,000 men from New York and 500 from New Jersey.

In the Department of the Susquehanna only one regiment of the ninety-day men came in contact with the enemy, this being the Twenty-seventh, under Colonel Frick, who lost nine men in the defense of Columbia bridge on the 24th of June. The other regiments were formed too late to be of any use at Gettysburg, but had Lee after Gettysburg, made a stand at Williamsport Ford, then the ninety-day men would have been put into the game. The rebels recrossed the Potomac on the 13th and 14th of July.

Part of the ninety-day men were distributed along the banks of the Potomac from Harper's Ferry up to Cumberland, others relieved men of the Sixth corps, in charge of prisoners, while others were sent into the coal regions of Pennsylvania to quell a threatened insurrection. The Forty-third was stationed along the Potomac near Dam No. 5, not far from Williamsport Ford, special care being given to the preservation of the canal locks, which it was thought the rebels might destroy.

In the Monongahela district three of the ninety-day regiments were very active in the ten-day chase and final capture, near Wheeling, W. Va., on the 24th, of the rebel leader, Morgan, who, with 2,000 horsemen raided across the State of Ohio.

The Forty-third Regiment, numbering 931 men, was one of the six forming the Third Brigade, Second Division of Couch's Corps. The Regiment was commanded by Colonel W. W. Scott, formerly a captain in the Twenty-fourth Pennsylvania. Lieutenant-Colonel Arnold, Major Petrican, and Adjutant Newlin were all ex-officers of the Army of the Potomac, and all had been wounded.

The Bristol Company, designated as "G," or the ninth

company, numbering eighty-two men, furnished two officers for the regimental staff, Assistant Surgeons Potts and Ward, and Quartermaster Harrison, also Drum Major Pettit, and Fife Major Harkins. The captain of Company G was elected major, but declined in favor of the next highest candidate, who was a veteran officer of the Army of the Potomac. The company included twenty-four veterans of the Army of the Potomac, one lieutenant, three sergeants, two corporals and nineteen privates. Some companies of the regiment were nearly altogether veterans.

Company G contained many representative citizens of the town of Bristol, and County of Bucks, and some wealthy men. Of these the most picturesque individual, and only privileged character, was the Hon. Caleb N. Taylor, who held a pass from Secretary of War Stanton, which document gave him passage through any line of the Army of the Potomac. He would disappear for days at a time and return with a wagon load of provisions, which were for every man as was the contents of his pocketbook.

Company G included two commissioned officers, four non-commissioned officers and seven privates, who had the previous year, served in Company I, Seventeenth Militia. In fact, Company G grew out of Company I, as the latter company, by frequent drills, had been kept together, the officers having been mustered and commissioned for two years in the State service. All the regiments of the ninety-day men were well armed, uniformed and organized, and if they had been put on the firing line, would have done as well as any other half-green force.

Eight of the thirty-eight regiments were mustered into the service of the United States, but thirty other regiments doing the same duty outside the borders of the States of Maryland, Ohio and West Virginia, served along under State muster.

After the thirty State mustered regiments were discharged from State service, it was proposed to muster in to the United States service and muster out companies rolls, so regular United States discharges could be given, but in the rush of military business during war times

this was never done. The men, however, by order of the Pension Bureau, were given a "pensionable status," and three men of Company G obtained pensions for injuries received while on duty.

All the officers and men of this regiment were mustered in and mustered out of the State service, but they were all sworn into the service of the United States, from which to this day they have never been released. (From writings of Captain Burnet Landreth, Sr.)

The Ladies' Aid Society of St. James' P. E. Church.—

Immediately after the battle of Bull Run, in 1861, the ladies of St. James' Protestant Episcopal Church, organized what was known for four years subsequently as "The Ladies' Aid Society," founded for the collection of clothing and delicacies for the soldiers at the front. This Society, though started in the Episcopal Church, was greatly augmented by the women of other congregations of the town, their united efforts resulting in the dispatching of an enormous quantity of underclothing sent principally to the United States Hospital at Point Lookout, Md., which was in charge of Surgeon Stonelake, once a resident of Bristol. Mrs. David Landreth was president of the Society for the four years of its operation. These ladies received hundreds of the most pathetic letters of thanks from wounded soldiers, both Union and Rebel. (Contributed by Captain Burnet Landreth.)

Captain Henry Clay Beatty.—Captain Henry Clay Beatty was the son of Robert C. Beatty, a former cashier of the Farmers' National Bank of Bucks County. He commenced the study of law with the late Anthony Swain, a prominent member of the Bucks County bar, in 1854, and finished his course in the law office of Charles Gibbons, of Philadelphia, in the early part of 1857. He took his degree in the Law School of the University of Pennsylvania soon afterward. Mr. Gibbons, speaking of him after his death, said: "He was an earnest and industrious student, and at the time of his admission to the Bar was well read in the law. He remained with me as long as he practiced his profession, to which he was almost entirely devoted, and in which he was eminently



CAPTAIN HENRY CLAY BEATTY.

successful. He loved the truth, and no one ever found him a hair's breadth out of its latitude or longitude under any circumstances."

When the call was made by our state authorities for the fifteen regiments known as the Pennsylvania Reserves, Mr. Beatty volunteered his services for the war and received a lieutenant's commission in Company I of the Third Regiment. Captain Thompson, who then commanded that company, was elected lieutenant colonel of the regiment, and Mr. Beatty was promoted to the captaincy, which he held at the time of his death. He was with the Reserves in all their toilsome and suffering experiences, and at the battles before Richmond where, thrice decimated by disease, they covered themselves with glory. During the first day's battle Captain Beatty was in the hospital, where he had been confined by an exhaustive sickness for some days. But weak and wasted as he was, he left his bed and was at the head of his company in all the battles that followed except the last one.

At the battle of White Oak Swamp he received a ball in the leg, early in the action, but, debilitated and wounded as he was, he remained on the field at his post of duty until the end of the battle. On the next day, having reached the James River, he went down to Fortress Monroe, had the ball extracted from his leg and, declining to remain in the hospital, immediately rejoined his regiment. He was, however, in no condition for active service, and was sent home on furlough to recruit his health. He spent a short time with his family in Bristol, and before the expiration of his furlough returned to report himself for duty.

On the day after he left Philadelphia to rejoin his regiment his uncle, Robert B. Cabeen, placed in the hands of his law instructor, Charles Gibbons, Esq., an open letter, addressed to Governor Curtin, from Colonel Sickles, who commanded the regiment. It was a voluntary testimonial of the heroic courage, soldierly bearing and high military ability displayed by Captain Beatty during the disastrous retreat of the army. And it contained a recommendation to the Governor for his promo-

tion to the colonelcy of one of the new regiments called for from Pennsylvania.

Captain Beatty was wounded in the second battle of Bull Run, near Manassas. He was struck by an almost spent conical ball about eight inches long, doubtlessly fired from a rifle of three-inch bore. The ball struck the ground about forty yards distant, rebounded, struck a man in Company D in the head, killing him, and then struck Captain Beatty, breaking his arm in two places and wounding his hand. He did not have his wound dressed until the next day, when his arm was amputated at the shoulder. It is said that when Captain Beatty fell, his brother, who was a lieutenant in Company I, rushed to his side, but with that unselfish devotion to country which characterizes a hero, he ordered him back to his company. He considered duty to country as paramount to his own sufferings, and by that patriotic action gave to Bristol a hero, whose memory can never die. After his arm was amputated he was sent to Washington, but died on board the steamboat on the way up the river from Alexandria. He had partaken of some soup which he relished and spoke of feeling better. His comrade left him for a few moments, and on his return found him sinking, and in ten minutes he was dead. Charles Carlin, of the same company, was wounded while in the act of carrying his much loved captain from the field. Captain Beatty's remains were brought to Bristol and interred in St. James' burial ground.

Subsequent to his death and burial, the following poem appeared in the Bucks County Intelligencer, dated August 23, 1862. The name of the writer is not given, but simply his initials, "S. S."

Harry Beatty.

Captain of Company I, Third Pennsylvania Reserves.

Fallen in battle! my brave friend,
Warm tears from faithful eyes
Bedew that grave where lulled to sleep
Thy wounded body lies.

Youth, fame, ambition—all were laid
On thy dear country's shrine—
A future proud with promised glory
Closed in that battle line.

A mind clear as this autumn moon—
A heart warm as its sun,
Have done what sternest duty asked—
Toiled and suffered and—gone.

So many brave and stalwart arms
Have palsied in the fray—
So crowded moved and long procession
Of heroes passing away.

That darker seemed our country's woe.
And deeper sighed the breeze
On that sad day we laid thy form
Beneath St. James' trees.

Thy martyr dust is sacred now,
And coming years will bless
Thy place of rest, and its green mound
With mutest reverence press.

Yes, pilgrim feet will gather there,
Oppression's crime to ban,
And mark how green the laurels grow
Above the truthful man.

Thy heart twined closest with thy being
Is worn and bruised indeed.
And o'er thy doom and o'er its own
Will lived and pitied, bleed.

The shadow of thy loss will lay
A cold and cheerless bar
Athwart her faltering steps, illumed
Only by memory's star.

Farewell! with Him who knows thy heart,
Its longings, aims, and worth,
We trust thee, and resume our march
So soon to close on earth.

We praise thee for thy generous daring.
Thy scorn and selfish ease;
We mourn thee for the love we bore thee,
For thy loss in days like these!

Commissioned Officers in Civil War.—Captain Burnet Landreth contributes the following list of names and occupations of those Bristol men, recorded by him, with the assistance of Captain Strickland Yardley and Sergeant Charles E. Scott, who served as officers in the Army and Navy.

From Captain Landreth it has been learned that although at the outbreak of the war Bristol's population was less than 3,000, yet the town contributed one out of every seven of its entire population to the Army and Navy; to be exact, 493 soldiers and sailors. Such a total of enlistment of 493 gives force to the war poem:

“We are coming Father Abraham,
Six hundred thousand more.”

Among these, nearly 500 men, were the following forty-three, who were commissioned as officers on land or sea:

Brigadier-General William H. Montgomery, of the First New Jersey Brigade; West Point graduate.

Colonel John M. Gosline, Ninety-fifth Pennsylvania; lawyer.

Colonel William R. Dickinson, New Jersey Cavalry; lawyer.

Colonel and Surgeon Stonelake, commanding hospital at Point Lookout, Maryland; doctor.

Lieutenant-Colonel William S. Thompson, original Captain First Bristol Company, Third Pennsylvania Reserves; engineer Steamer Warner.

Captain Henry Clay Beatty, second Captain Company 1, Third Pennsylvania Reserves; lawyer.

Captain Samuel J. La Rue, third captain Company 1, Third Pennsylvania Reserves; hotel man.

Captain Strickland Yardley, Quartermaster Third Pennsylvania Reserves; storekeeper.

Captain Oscar Vezin, Company H, Anderson Cavalry, Fifteenth Pennsylvania; student at “Bonn,” Germany.

Captain Alfred Vezin, Company C, Anderson Cavalry, Fifteenth Pennsylvania; banker.

Captain Anthony Taylor, Company K, Anderson Cavalry, Fifteenth Pennsylvania; farmer.

Captain Richard Henry Morris, of Company K, Ninth New York; merchant.

Captain Burnet Landreth, Seventeenth and Forty-third Volunteer Militia; farmer.

Lieutenant Samuel Beatty, Company I, Third Reserves; clerk.

Lieutenant J. Hutchinson, Company I, Third Reserves; farmer.

Lieutenant Frank McKean, Marine Corps, U. S. Navy; Annapolis man.

Lieutenant Henry Montgomery, Company A, Thirteenth Pennsylvania Cavalry, transferred to general staff; student.

Lieutenant John Burton, Company C, Anderson Cavalry, Fifteenth Pennsylvania; farmer.

Lieutenant John Rousseau, Sixth Regular Cavalry; clerk.

Lieutenant Albert Booz, Company E, Eighty-eighth Pennsylvania Infantry; farmer.

Cadet William J. Hamilton, of the Regular Army; student West Point.

Lieutenant Frank Sargent, New Jersey Regiment; clerk.

Lieutenant William Shewell, General Staff; merchant.

Lieutenant B. F. Hibbs, Seventy-first Pennsylvania; clerk.

Lieutenant William D. Baker, Seventeenth and Forty-third Militia, Landreth's Companies I and G; dentist.

Lieutenant David H. Carter, of Forty-third Militia, Landreth's Company G; clerk.

Lieutenant James W. Martin, of Seventeenth Militia, Landreth's Company I; master carpenter.

Lieutenant Jacob Hamilton, Company I, Ninth Veteran Reserves; hotel man.

Cadet Bloomfield McIlvaine, U. S. Navy; student Annapolis.

Lieutenant and Surgeon Potts, of the Forty-third Militia. Promoted from private, Landreth's Company; doctor.

Lieutenant and Surgeon John Ward, Forty-third

Militia, promoted from corporal, Landreth's Company; doctor.

Lieutenant and Regimental Quartermaster, Edmund G. Harrison, of the Forty-third Militia. Promoted from private, Landreth's Company; doctor.

Lieutenant and Surgeon John Downing, New York Regiment; doctor.

Lieutenant and Surgeon Thomas P. Tomlinson; doctor.

Lieutenant and Surgeon Rev. John H. Drumm; doctor.

Lieutenant and Assistant Surgeon Henry Dorrance; doctor.

Lieutenant and Second Assistant H. K. Brouse; doctor.

Lieutenant and First Assistant Surgeon Hawke, U. S. N.; doctor.

Lieutenant and Chaplain Henry B. Bartow; Episcopal rector.

Lieutenant and Assistant Surgeon Woodbury; doctor.

Lieutenant and Second Assistant Surgeon Alexander G. Hazard; doctor.

Lieutenant and Engineer William Pratt, of the U. S. Navy; machinist.

Lieutenant and Engineer Thomas Crosby, of the U. S. Navy; machinist.

Three of these officers died of wounds; five others were wounded but recovered; two died in the field of disease, a mortality of ten, or one-fourth of the whole.

Of these forty-three officers from Bristol, all but four have answered the final roll call, these being Admiral Hawke, Lieutenant Beatty, Engineer Pratt and Captain Burnet Landreth.

Terrible Railroad Accident.—In the month of March, 1865, a terrible railroad accident occurred at the Mill Street crossing of the Pennsylvania Railroad. But one track ran through the town at this period. A train, several rear cars of which were loaded with soldiers, some of whom had recently been released from Libby Prison, became disabled and stopped on the crossing at 1 o'clock A. M. The old railroad ran just back of Otter Street and the curve in the road made it impossible to see an approaching train either way, until it had almost reached

the crossing. Joseph Tomlinson, a resident of Bristol, was station master at Schenk's station (Croyden), having charge of the switches at that point. On the night when the accident occurred, the conductor of the wrecked train, told Mr. Tomlinson to hold the express train, which was following, until the lights of his train were out of sight. These instructions Mr. Tomlinson followed, but an unexpected breakdown detained the first train at the Mill Street crossing. The express train came thundering along unaware of the near proximity of the preceding train, and rounding the curve crashed into it on the crossing, while running at full speed. The three rear cars on the front train, which contained the soldiers, were telescoped and their occupants pinioned in the debris. To add to the horror of the scene, the coaches took fire and the cries of the wounded, whose agonies were increased as the flames reached their bodies, were heartrending. Fire Company No. 1 quickly responded to the call for assistance and the old hand engine was put into effective service. As soon as the flames were subdued the citizens made an effort to release the wounded. Carpenters brought their saws and cut through the side of the coaches, then ropes were fastened to the loosened portions, and in this manner the sides of the cars were pulled out. The wounded were carried into nearby houses. Some were taken into the home of Mr. and Mrs. Henry Sutch, who lived in a brick house adjoining the track; others into the home of Elwood Doron, next to his lumber yard on Mill Street. The ambulances and surgeons from the hospital at China Hall, were quickly on the scene and the surgeons gave valuable service. The greaser on the wrecked locomotive was performing some duty outside the cab on the side of the boiler, when the wreck occurred, and in the collision was impaled on a piece of piping. He lived for half an hour, but it was two hours before the rescuers could reach his body. Such a horrible railroad accident was never before or since witnessed in Bristol.

A coroner's jury was impanelled a few days following the accident and an investigation begun. When the conductor of the wrecked train was summoned before the

jury, he endeavored to clear himself of blame, by claiming to have instructed Tomlinson, the station master at Schenks, not to allow the express to follow. The coroner's jury rendered a verdict of criminal negligence, and the district attorney issued indictments against Tomlinson and the engineer and conductor of the wrecked train, charging them with manslaughter. The trial of the engineer and conductor was called first, when the conductor reaffirmed his statement made before the coroner's jury and both were acquitted. Mr. Tomlinson's trial was set for the next day and it looked as if he was to be made the scapegoat. It appeared, however, that on the night of the wreck, the conductor had been asked the cause by a friend, and in the presence of several other citizens, among whom were Richard Trudgen and Charles M. Foster, had told how he had informed the station master at Schenks, to let the express pass as soon as the red lights of the first train were out of sight. When news reached Bristol on the afternoon of the day before the trial, that Tomlinson would undoubtedly be convicted, Messrs. Trudgen and Foster voluntarily went to Doylestown, arriving in the evening, hunted up Mr. Tomlinson's lawyer and informed him of the evidence they desired to give. He cautioned them of the necessity for secrecy and made his plans for the morrow. At the trial the conductor renewed his accusations against Tomlinson, and the lawyer for the defense allowed all the evidence of the prosecution to be presented without comment. Then he called Messrs. Trudgen and Foster to the witness stand, both of whom recited the conversation which they had overheard between the conductor and his friend. The prosecuting attorney attempted to weaken the evidence, but it was too convincing, and amid suppressed excitement the jury rendered a verdict of acquittal. Joseph Tomlinson lived to a ripe old age and died respected by all who knew him.

Robert Tyler.—At the breaking out of the Civil War, Robert Tyler, son of ex-President John Tyler, lived in the house on the river bank now occupied by Joseph R. Grundy. He was a Southerner by birth and very pro-

nounced in his defense and advocacy of the South. One morning he left town suddenly and a short time afterward news was received here that he had joined the Confederacy and had accepted an office under the rebel government. In a newspaper article written by William Kinsey at the close of the war, we find a good description of the hot blooded Southern temperament possessed by Tyler, as well as the causes which finally carried him over to the Confederacy:

"Shortly after the firing on Fort Sumter by the rebels, when the country was in a high state of excitement, and men, at the call of the President, were volunteering for the defense of the Government, and the watchword was 'shoot every man who attempts to pull down the American flag,' when every man who was not outspoken in favor of sustaining the President, was suspected of being in sympathy with the South, Mr. Tyler at that time lived in a house on the river bank, belonging to Captain Hutchinson, near Penn Street (now the home of Jos. R. Grundy). He held the office of Clerk of the Supreme Court of Pennsylvania, and went to and returned from Philadelphia daily on the steamboat. Being a Southerner by birth and education, he had frequent conversations with the passengers, on the causes and effects of the war. He attributed the cause of the difficulty between the North and South to acts of the Abolitionists. Those in sympathy with that body would reply and sometimes the conversation would run into personalities and become very bitter.

"The day on which he left Philadelphia, the writer, with several of the citizens of Bristol, among whom were John Dorrance, Sr., and Robert Tyler, went to the city. Shortly after the boat left, some of the passengers for the purpose of drawing from Tyler his sentiments on what he thought would be the results of the war between the North and South, asked him if he believed the Southern people would sustain their leaders in trying to destroy the Government. He said he believed from what he knew of Southern character, that unless Congress passed a stringent law to protect them in their rights to hold their slaves and recover them when they fled to the

North, unmolested, their leaders would be sustained, and he thought if a war took place it would be a long and bloody one, the consequences of which no man could calculate. Mr. Dorrance replied and said if a war was begun he didn't believe it would last ninety days. Tyler, somewhat excited, said: "Why John, if a battle between the Northern and Southern troops was to take place on your farm the blood would run to the bits of the horses' bridles." The conversation was kept up with bitterness until the arrival of the boat at the city, when it was learned that a meeting of the citizens to sustain the Government would be held at Independence Square, on that day. At the meeting, one of the speakers stated that it was reported Robert Tyler was in sympathy with the South, and was in the habit of speaking in their defense. The excitement was great. Some one said he ought to be lynched. It appeared that an attempt would be made to arrest him. One of his friends, who was present, fearing for his safety, hurried to his office and informed him of what was said about him at the meeting, and advised him to leave the city immediately. Fearing to be seen in the street he hired a carriage and was driven to Frankford, where he took the cars to Bristol. In the meantime parties were searching for him in the city with a view of arresting him for treason. News had reached Bristol that a mob in Philadelphia were in search of Robert Tyler. Had they arrested him he would have been locked up and deprived of his liberty. There was to be a meeting and parade in Bristol on the night of his arrival. His friends, believing him to be a loyal man, fearing an attempt might be made to molest him, and for the high estimation they had for his family, called on Mr. Lee, who was to have charge of the parade, and requested him not to march his men in the neighborhood of Mr. Tyler's house. He assured them that no demonstration should be made that would give any cause of alarm to Mr. Tyler or his family. About the time the procession got into line it commenced to rain; when they reached Dorrance Street, the rain increasing, Lee marched his men up to Wood, down to Mill, and they were dismissed, no demonstration having been made against Mr. Tyler.

Colonel Montgomery, and other citizens called on the family and assured them that they would not be disturbed. They were in great fear and excitement, and the next morning Mr. Tyler left for New York.

"A few days after, the writer (Wm. Kinsey), being in New York, passing up Courtlandt Street, met Mr. Tyler and his wife on their way to the depot. They both appeared glad to meet me and Mr. Tyler commenced to talk about his exit from Philadelphia. He inquired particularly about the state of feeling of the people in relation to the charges made against him, and said he had been maligned and misrepresented by persons who had led him into conversation on the questions of the times for the purpose of misrepresenting him in his attitude to the Government through malice and political jealousy. He had no interest in the South personally or pecuniarily; his wife and children were born in the North, and here was his home and friends. He was for peace and not for war. In the course of our conversation he asked if I thought he would meet with personal interference if he returned to Philadelphia. He said he had no fears of any one molesting him in Bristol. I advised him not to return to the city until the excitement against him had died out, and recommended that he write to the Mayor of Philadelphia stating fully and clearly his feelings and attitude toward the Government, and ask him in case he returned to Philadelphia, if he thought he would be molested, and if he were, whether he could protect him from violence. He thanked me for my advice and we parted.

"After the close of the war I was at the Merchants' House in Philadelphia, and there I met Mr. Tyler; he had arrived the night before. He said he was pleased to meet an old citizen of Bristol, and in course of conversation referred to our last meeting in New York. I said to him: "You should not have left the North; it was a mistake; you had better remained, as the excitement against you would have soon died out." He replied: "I took your advice and wrote to the Mayor of Philadelphia; he promptly answered my letter and said he thought my return to Philadelphia would be attended with serious

consequences; that the excitement against me was so great that he could not promise me protection from personal assault. Finding myself, as it were, an outlaw, I had no other alternative but to leave the North and take a position that was repugnant to my feelings and against my best interests."

After Mr. Tyler cast his lot with the confederacy, his property was confiscated by the Government and his household goods sold at public sale. A clock belonging to Mr. Tyler was purchased by the late John Worrell, and years afterwards, while Mr. Worrell was in the employ of our fellow-townsmen, Mr. Joseph R. Grundy, he presented the clock to his employer. Mr. Grundy still holds it in his possession, a "timely" reminder of a promising young man, who started in life with every prospect of becoming eminently successful in the line of his chosen profession, but who, by his allegiance to an unholy cause, fell short of his highest ambition.

A Whale in the Delaware at Bristol.—"Our citizens were treated to a free exhibition and some of the more hazardous, to novel and lively sport, by the appearance of a black whale (grampus) in the Delaware, on Monday last (April 22, 1861). His whaleship passed up and down the river, between Burlington, and for a short distance above Bristol, several times, and was repeatedly seen at different times, spouting a stream of water several feet high. Our sportsmen with the oar succeeded in nearly shoaling him several times, and once had him for a time fast with a harpoon, from which both it and they more luckily escaped, being taken. It was eventually captured on Tuesday near the site of 'the treaty elm,' Kensington. It was said to be about forty-six feet long." (Bache's Index.)

Death of Dr. John Phillips.—Dr. Phillips, one of the most beloved physicians who ever practised in Bristol, died tranquilly, surrounded by his family, in his home, on Tuesday evening, December 31, 1861. He was regarded by his professional brethren with great respect for his fine talents, large experience, and unusual skill as

a practitioner. Indeed, while his modesty forbade him to make the least assumption of superior powers, he was unquestionably admitted by all who were brought in contact with him, to be one of the most able and successful physicians in this state. In addition to his professional attainments, his courtly manners and generous qualities recommended him to the favor of all. He was borne to his last resting place on the Saturday afternoon following his death amid the lamentations of the whole town. A constant tide of people moving sad and slow, passed into the house of the deceased to take a last look at their venerable friend. It was not idle curiosity that led them there—many came in humble apparel and went away weeping. The poorest as well as the richest felt that they had lost a friend. The memory of kind words, patient watching in sickness, little delicacies carried to the sufferer's bedside by his own generous hand—aye, and bread for the starving—the recollection of these things brought many humble mourners to his coffin. His remains were taken to the Episcopal Church (St. James'), where appropriate services were read. Rev. Mr. Pierson, the pastor of the church, in a short discourse, spoke of the many conversations he had with the deceased during his sickness and said that the doctor requested him to bear testimony to his friends, that he had an abiding faith in Christ his Saviour, and that if he was permitted to recover he would consecrate the remainder of his days to religion. Dr. Phillips was in his seventy-first year. He had practiced medicine in Bristol and the surrounding neighborhood, for upwards of fifty years. His manner in the sick room was always tender and sympathizing, and in cases of serious illness, no sacrifice or attention was considered too great on his part, where he could thereby benefit the patient.

Bristol Woolen Mill Company.—The Bristol Woolen Mill Company was organized in 1864 with a capital of \$60,000, which was afterward increased to \$75,000, and a large two-story building was erected for the manufacture of fancy knit goods of wool, at that time very popular for ladies' wear. This enterprise enjoyed a brief

period of fair success, but fashions changed and after a season of unprofitable business, it shared the fate of its unfortunate predecessors and was closed with considerable loss. The property passed into other hands and was converted into a hosiery mill, being run by Lewis Jones, of Germantown, under the management of Thomas Hughes, of this place. It had an aggregate of about 25,000 square feet of floor surface, and was fully equipped with cards, spindles, and knitting machines, adapted to the manufacture of plain and fancy cotton and merino hosiery. After the retirement of Lewis Jones and the death of Thomas Hughes, the business was continued for a period by Miss Mattie Hughes. For the last few years the building has been unoccupied.



EPOCH VIII.

BRISTOL A MANUFACTURING TOWN.

From 1865, the Close of the Civil War, to 1911, the
Present Year.

Introduction.—Mention has previously been made of the lethargy into which the town subsided, following the destruction of the coal trade, by the construction of the outlet lock at New Hope and the shipping of coal from Philadelphia by the Reading Railroad Company. This lethargy continued for several years, extending down through the period of the Civil War. Then the factories came. Employment was given to many. The town began to grow. The hum of the spindles was heard, the click of the loom became music to the ear of many willing workers who had no opportunity before, the carpenter and mason became busy, and an air of general prosperity again prevailed. Since 1868 many mills and factories have been erected, the invested capital of which amounts to several million dollars.

Industrial Progress.—Interesting paper read by Joseph R. Grundy, Bristol's leading manufacturer, at the spring meeting of the Bucks County Historical Society, held in the Friends' Meeting House, Bristol (1910):

"The west bank of the Delaware River, we are told, was first settled in the neighborhood of Chester, by a body of Swedes about 1677, and shortly following that settlement, the ancestors of some of us found their way farther east and established for themselves a home within what is now the County of Bucks. So numerous had this settlement become that at the end of twenty years we find the provincial government petitioned for the estab-

lishment of a market town at what is now the site of Bristol, and four years later, or in 1701, Samuel Carpenter, described as a wealthy merchant of Philadelphia, attracted by the water power, furnished a mill property for the grinding of grain and the sawing of timber. This enterprise heralded a beginning of considerable activity, as it afforded the settlers a medium of profitably clearing their lands and also of grinding the grain which they were then beginning to grow upon the lands that had been already gotten under cultivation.

"This industry undoubtedly was responsible for the fact that there followed the establishment of shipbuilding upon Mill Creek, the timber for which the local mill aided in preparing, and further aided in providing cargoes for the ships when built to carry, and thus it was for practically a century the industry of our neighborhood consisted in the building of ships, the sawing of timber and the grinding of grain, which was freely exported to various parts of the world.

"In 1815 we are told that a woolen mill was established along the banks of Mill Creek, but its existence was of short duration, a quarrel having occurred in the firm which resulted in the removal of the machinery to Groveville, N. J.

"The year 1827 saw the beginning of the construction by the state of the Delaware Division of the Lehigh Canal which was completed three years later, and furnished thereby an outlet from the anthracite coal regions of the north to tidewater. This development brought much activity in shipping lines and much labor found employment in handling the cargoes of coal which found their way to the sea by way of this new development.

"In 1853 a body of capitalists gathered together the sum of \$12,000, and in the neighborhood of the junction of Beaver Dam Road and the northwestern side of the canal established what was known as the Bristol Forge, for the purpose of making wrought iron.

"About this time, however, the borough met with a severe setback; the extension of the Philadelphia and Reading Railroad from Bethlehem to Philadelphia, by which route thereafter they shipped the coal to their



JOSEPH R. GRUNDY,
Bristol's Leading Manufacturer.

yards in Port Richmond on the Delaware; thus taking from our town the employment and business which had for a quarter of a century played an important part in its growth and prosperity.

"The period of time from 1855 to 1860 is recorded as one of great depression due largely to this cause. It will be noted that up to this period substantially all the activity and business development had been created by the handling of raw products either of the mines or of the soil, and exporting same. The requirements of our people in all other than food products being imported from abroad.

"The year 1860 found our country in a condition of great turmoil and alarm. A man had been elected President of the United States who was not in sympathy with Southern traditions, and the South, which for many years had been in charge of the Government, was upon the verge of secession. With the control of the Government thus far in their hands and with secession in their minds, it was but natural that ships, arms and munitions of war should have been transferred by those in charge, to points south of Mason and Dixon's line, in anticipation of the coming struggle. Thus when Abraham Lincoln subscribed to the oath of office as President of the United States, he found the Government of our country confronted not only with secession and civil war, but also stripped of means to enforce by force of arms, the laws of our country and cope with the rebellion which was then before him. In order to provide and equip the armies and navies of the United States, large expenditures confronted the Government; as the treasury was as depleted as were the arsenals, large sums of money had to be borrowed on the faith of the Government, and to provide for the interest and principal of these obligations every method of taxation was, in the course of the struggle, resorted to, including heavy import duties upon all kinds of manufactured products into our country.

"The import duties on manufacturers from abroad, high as they were, was not the only drawback to procuring goods from foreign lands. Many enterprises of a privateering character were entered into by men taking

advantage of the condition in which the Government of our country found itself and harassed in the name of the Confederacy the shipping trade of Northern states, and so our foreign trade relations were not only made difficult by high tariff duties, but hazardous by the fear of capture by those engaged in preying on our commerce.

"The effect of the Government being a very large purchaser of all commodities, such as clothing, boots and shoes, arms and armament, to say nothing of the general equipment necessary to maintain large armies in the field, coupled with the requirements of our people, also the great abundance of money due to the large expenditures on the part of the Government for war purposes; created great opportunity for domestic manufacture of all classes of merchandise. Under this stimulance domestic industries to meet these requirements sprang up and flourished on every side, and the industrial strides made by the North during the Civil War, reflects their most prosperous period in American history.

"The close of the Civil War, in 1865, brought many problems to those in charge of our Government, but none that they approached with more serious consideration than that of restoring the revenues of the Government to a peace basis and yet not disturb the splendid industrial development which had been created by the conditions before described. To prepare for this the Congress of the United States appointed a Revenue Commission consisting of David A. Wells, of Connecticut; S. S. Hayes, of Massachusetts, and Stephen A. Colwell, of Pennsylvania. The work of this commission covered a period of two years and proved to be a masterly review of the revenue laws of the land. In the latter part of 1866, this commission made its report to the then Secretary of the Treasury the Hon. Hugh McCollough, who after approving same and certifying to it, laid it before the then Speaker of the House of Representatives, the Hon. Schuyler S. Colfax, who in turn approved and certified the report to the Chairman of the Ways and Means Committee of Congress, the Hon. Justin S. Morrell, who made this report the basis of what has since been known in history as the Morrell Tariff Act of 1867. The passage of this



JOSHUA PEIRCE.
Bristol's Industrial Pioneer.

law brought continued confidence and encouragement to our industrial development as a country and formed the basis upon which every protective tariff bill has since been constructed.

"In the industrial uplift following 1860, Bristol shared.

"The Bristol Forge, located on Buckley Street, became the scene of great activity. Its original capital of \$12,000 was raised to \$125,000, and its products found a ready market both for Government and domestic uses. The prosperity of this company led to the erecting of a similar concern known as the Keystone Forge Company. In 1864 the Bristol Woolen Mills were established on Buckley Street for the manufacture of knit fabrics. This property passed through several hands and afforded, up until recent years, the employment of many hundreds of people.

"The year 1868 is notable in Bristol's industrial history as marking the return of Joshua Peirce to Bristol after several years' residence in the western part of Pennsylvania. Impressed by the favorable location of Bristol for industrial development and the opportunities which the Morrill Tariff Act created; he established the Livingstone Mills for the manufacture from wool of felt products. He actively and enthusiastically entered into the industrial development of Bristol, and in 1871 was instrumental in establishing the Bristol Foundry, since operated by ex-Burgess Thomas B. Harkins. The sash and planing mills now operated by Messrs. Peirce & Williams were located in Bristol in 1873, and in 1875, likewise through Mr. Peirce's activities, the Bristol Rolling Mills were built by Messrs. Nevegold & Scheide.

In 1876 Mr. Peirce organized for the further industrial development of Bristol the Bristol Improvement Company, and the same year this company erected the worsted mills, which were leased to the then firm of Grundy Brothers and Campion. In 1877 the Bristol Improvement Company erected for L. M. Harned & Co., the mill known as the Keystone Mill for the manufacture of fringe and braids. In 1880 the same company erected the Star Mills for a firm engaged in the manufacture of knit goods, and in 1882 the Wall Paper Mills, which have

since been operated under various management were also erected by this company. About this time Samuel Appleton erected the mill located on Buckley Street near Beaver Dam Road, now operated by Henderson & Co., as a carpet mill, and in 1887 the Improvement Company erected the fine property of the Bristol Carpet Mills for the then firm of Thomas L. Leedom & Co.

"In 1889 the leather factory, now known as the Corona Leather Works, was established by Boston capitalists, and in 1906 the Patent Leather Company engaged in a similar line of work to that of the Corona Leather Works, was established by its enterprising president, our townsman, Mr. C. L. Anderson.

"The year following, the Standard Cast Iron Pipe and Foundry Company erected the large works in the township just east of the borough line. This last mentioned mill property about completes the industrial enterprises now in existence in our district. It is interesting to note some of the deductions which are drawn from Bristol's industrial development.

"The first is that from the settlement of our neighborhood in 1677 to 1860, a period of 183 years, the population had but grown to about 2,500 people, and in assessed valuation the borough reached a property valuation of slightly under \$500,000. During the past fifty years the industrial conditions which had led to the development of Bristol up to 1860 have entirely passed away. The business of the canal for the most part was diverted elsewhere, the grist mill has long since passed out of active operation, and with it the saw mill, and in their place industrial activity was found in the manufacture of iron, of carpets, of hosiery, of leather products, mill work, and yarn and cloths for the clothing of our people.

"In the 183 years since the settlement, to 1860, our population had grown to 2,500. Fifty years later we approximate 10,000 souls. The assessed valuation, which in 183 years had reached nearly \$500,000 in 1860, since has grown to \$3,000,000, and the number of people employed in the mills in 1910 approximate 3,300; the wages annually paid to these operatives total \$1,750,000, while

the value of the manufactured product amounts to substantially \$12,000,000 annually.

"The past decade, in Bristol especially, has been one of marked prosperity in its industrial development; its population has increased 40 per cent. over that of 1900, and never in the history of the borough has there been a year when expenditures for development and advancement of the community will be as great as that of the year 1910.

"As stated before, in the 183 years of the life of our neighborhood up to 1860, the assessed valuation of our town was less than \$500,000. Yet this year do we find one enterprise under way, that of changing of the lines of the Pennsylvania Railroad, which will involve an expenditure of more than \$1,000,000. Also we find in the development and extension of mill operations already located within our neighborhood contracts made for the expenditure in new buildings and equipment approximating \$750,000. In building operations for homes for our people, probably not less than \$50,000 additional will be expended, while many more homes would find ready rental if constructed, all directly reflecting a condition of business activity and industrial development much to be desired and encouraged.

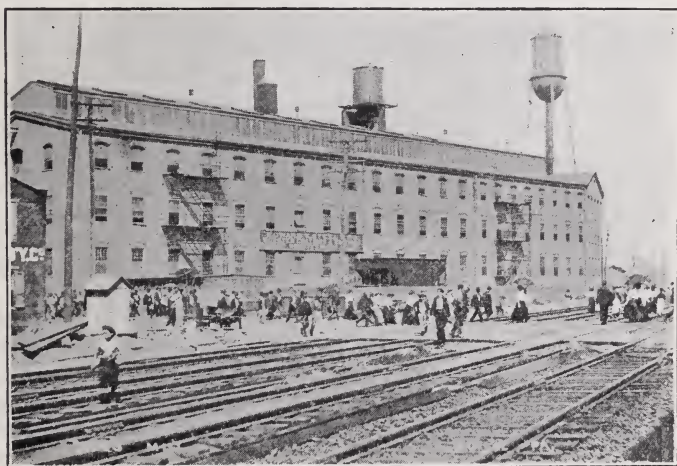
"Those of us who have been identified with Bristol's growth during the past generation, naturally take much pride in what has been accomplished. But however gratifying the past may have been we feel that should there be no change in the fiscal policy of the Government which has made possible our development in the past, the future of our neighborhood is very bright. We believe the work now under way by the Pennsylvania Railroad will be a great factor in this direction, as it will open up some three miles of lands for development along their new lines which heretofore has been inaccessible, owing to physical difficulties. The removal of passenger tracks at grade crossings from the heart of our town, thus affording free access and communication to all sections, is something greatly to be desired, and the development which naturally will follow in trolley service will bear an important part in our growth and added convenience.

"In all of the problems which effect our future development, our local government is deeply interested. The question of our future water supply, a question of great importance to every industrial town, is being solved in the direction of municipal control of this important utility. A complete sewer system for the better sanitation of the borough will shortly be installed. Never was there a brighter horizon for our people than that which at this day confronts them.

"In all ages the valor and bravery of men who have borne arms in the defence of their country has been the subject of grateful appreciation by their fellow man. If this is true in a general sense, when applied to those who fought on the side of the Union in the Civil War, it should have a double significance, for did not the bravery and patriotism of these men preserve our national integrity, deliver unto freedom millions of men who had previously been held in bondage; but unknown even to themselves evolved and developed in the minds of our patriotic statesmen of that day, out of the necessity and circumstances of the war, what has since been known as the American Protective Tariff System. The advantages and benefits of this system are directly evidenced by the development and prosperity of the community and our entire country during the past fifty years, and the example set has led to the adoption of this system as part of the fiscal policy of every civilized nation in the world but one. Surely can it be said of the patriotic soldiers of '60 to '64, 'they built more wisely than they knew.' "

Supplemental.—The Livingstone Mills were built by Messrs. Charles W. and Joshua Peirce, in 1868, for the manufacture of printed felt druggets and floor cloths, but the character of the product was changed from year to year to meet the demands of a changing market. The coming of the Peirces to Bristol marked the beginning of an era of industrial activity which has continued ever since. A large part of the product of the firm during the first few years of its existence, consisted of ladies' felt skirts, of which 2,000 per day were regularly produced. The exhibit of the firm at the Centennial Exposition,

held in Philadelphia in 1876, was attractive and varied in character. The manufacture of felt cloths ceased in 1882 in favor of medium and fine woolen cassimeres. Charles W. Peirce withdrew from the management in January, 1883, and the business was conducted under the firm name of Joshua Peirce & Co. Mr. Peirce failed in 1887. Subsequently the plant was purchased by Edward T. Steel & Co., the present owners, and fitted out for the manufacture of men's worsted fabrics.



MILLS OF EDWARD T. STEEL & CO.

The Bristol Foundry, operated by T. B. Harkins Foundry Company, was established in 1871, for the manufacture of stove plate and fire castings. Though limited in extent, this enterprise has been successful and prosperous, and has acquired an extended reputation for superiority of workmanship.

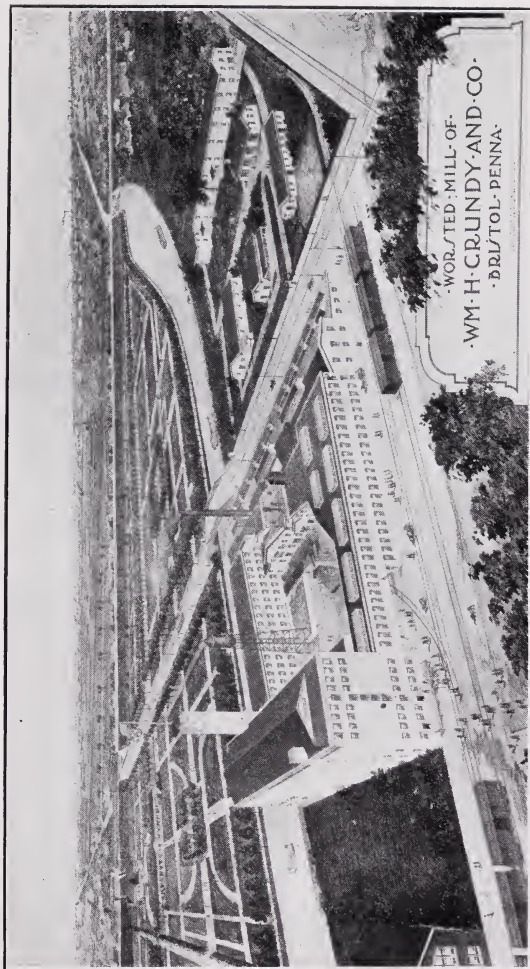
The sash and planing mill of Joseph Sherman was built in 1873, was later operated under the firm name of Sherman & Peirce, and since the death of the former partner, has been known as the Bristol Woodworking Mill, operated by Peirce & Williams. In 1891 a disas-

trous fire burned the buildings to the ground, after which the splendidly equipped factory of today was erected.

The Bristol Rolling Mill was built by Messrs. Nevegold, Schiede & Co., in 1875, for the manufacture of hoop, scale and band iron from scrap and muck bar. After the withdrawal of Frederick Nevegold, in September, 1886, the proprietorship was vested in the Bristol Rolling Mill Company, which was incorporated in 1881, with Charles E. Schiede president and Gifford L. Lewis, secretary and treasurer. Subsequent to the failure of the Bristol Rolling Mill Company, the mill has been operated at intervals by the Bristol Iron and Steel Company. The mill is now idle with very little prospects of an early resumption.

The Bristol Improvement Company was incorporated in 1876, with a capital of \$60,000, mainly through the efforts of Joshua Peirce, to whom much credit is due for the establishment and successful operation of the enterprise. The purpose of the corporation was to offer facilities to manufacturers desiring to locate here by erecting a building for their accommodation, thus encouraging the growth of manufacturing industries in the borough.

The Bristol Worsted Mills, the first erected by the Bristol Improvement Company, were established in 1876, by Messrs. Grundy Bros. & Campion. The senior partner, Mr. Edmund Grundy, died in 1884, but the firm name remained unchanged for two years longer. In 1886 the firm was reorganized under the name of Wm. H. Grundy & Co., Mr. Campion retiring. The new firm consisted of Wm. H. Grundy, George A. Shoemaker and Joseph R. Grundy. After the death of the elder Mr. Grundy, in 1893, the partnership was continued between the other two members of the firm, under the same title. Mr. Shoemaker retired in December, 1900, since which time the business has been conducted by Mr. Joseph R. Grundy, who is the sole owner. The firm manufactures wool tops and worsted yarns for men's wear, dress goods and hosiery trade, both in grey and mixtures. During the year 1910, the firm erected a seven-story reinforced concrete storehouse, the first building of its character to be constructed in this vicinity. The first three stories of the new structure, which is parallel with the canal, are



WORKS OF
WM. H. CRUNDY AND CO.
BRISTOL, PENNA.

an extension to the main mill and when equipped with machinery will increase the working force from 800, the present number, to 1,000 hands. The plans for the building were drawn by the architectural firm of Messrs. Heacock & Hokinson, of Philadelphia, which firm also superintended its construction.

The building is surmounted by a clock tower, the height of which (from the ground to the top of the tower), is 168 feet, 4 inches. The height of base above the ground is 89 feet; from the base to centre of dial is 58 feet, 4 inches, and the distance from the centre of dial to the base of flag pole is 21 feet. The length of flag pole above the roof is 35 feet, making the total distance from the ground to the top of the pole 203 feet, 4 inches. The tower contains four clock dials, each of which has a diameter of 14 feet. The tower is 19 feet square and has four observation balconies, one on each side, 134 feet above the ground. It also contains four observation windows, 158 feet above the ground. The estimated weight of the tower is 225,000 pounds. The dials are of glass, and being illuminated at night, can be seen distinctly from all parts of the town.

The year following the erection of the Bristol Worsted Mills (1877), the Keystone Mill was built by the Bristol Improvement Company and leased to Messrs. L. M. Harned & Co., fringe manufacturers. They occupied it but a few years, and in 1885 it was leased to the Bristol Worsted Mills as a storehouse for wool and was continuously rented by them from year to year, until the building was purchased by Messrs. Edward T. Steel & Co.

The Star Mill was the third mill erected by the Bristol Improvement Company. It was originally occupied by the Star Woolen Mill Company, and later by Joshua Peirce & Co., as a cloth weaving mill. When the latter company failed in 1887, the mill was used as a storehouse by Wm. H. Grundy & Co. This mill was annexed to the Paper Mill in July, 1891.

Previous to the erection of the Star Mill, the Bristol Improvement Company had built a small one-story building, 32 by 50 feet, for Woods & Killinger, to be used as

a keg factory. This building was torn down to make room for the new structure, and the keg factory was removed to a two-story frame building, which had been erected along the canal basin at the foot of the Cedar Street hill, on ground owned by Dr. Howard Pursell. The factory was only in operation a short time, when it caught fire one afternoon, and was burned to the ground. During the conflagration the boiler exploded, but no one was injured.

After the completion of the Star Mill, the large wall paper mill was erected by the Bristol Improvement Com-



PAPER MILL, OPERATED BY GLEDHILL WALL PAPER CO.

pany and leased to Messrs. Wilson & Fenimore. This industry involved the exercise of high artistic and mechanical talent. The firm sold out its interest several years ago to the wall paper trust, and were succeeded by Kayser & Allman and later by the Lewis Chase Wall Paper Company. The mill today is operated by the Gladhill Wall Paper Company.

The last mill erected by the Bristol Improvement Company (1877), was the Bristol Carpet Mills, now owned by

The Thomas L. Leedom Company. This firm removed from Philadelphia and manufactures rugs and carpets. Of later years close attention has been given to the development of the "Wilton Rug" industry, and by a number of improvements in its manufacture, the firm has become the foremost producer in the country.

Of later years the Bristol Improvement Company has been disposing of its mills to its tenants. Joseph R. Grundy has purchased the Bristol Worsted Mills; the



CARPET MILLS OF THOS. L. LEEDOM CO.

Keystone Mill was sold to Edward T. Steel & Co.; and the large carpet mill was bought by The Thomas L. Leedom Company. The only properties now held by the Bristol Improvement Company are the Wall Paper Mill and the Harkin's Foundry.

During the year 1879, Clara Appleton erected a hosiery mill on Buckley Street, near Beaver Dam Road. It was destroyed by fire, but later rebuilt on a smaller scale and is now occupied by Wm. Henderson for the manufacture of carpets.

Messrs. D. E. Baker & Co., in 1899, purchased the old rubberoid works on Beaver Street, and began the manu-

facture of patent kid and colt leather. The firm was reorganized in 1900 and incorporated as a stock company under the name of the Corona Kid Company. The Bristol Patent Leather Company moved its plant from Camden, N. J., to Bristol in 1906, since which time it has rapidly developed. Both companies are in a flourishing condition and are a valuable addition to the industrial life of the borough.

The Standard Cast Iron & Foundry Company, spoken of in Mr. Grundy's paper, is located just east of the borough limits. It is gradually increasing its output and although most of its employees occupy houses erected by the company in the vicinity of its works, yet its influence is felt by the merchants of Bristol, and it is claimed as one of the town's most flourishing industries.

Joseph Ridgway Grundy.—Proprietor of the Bristol Worsted Mills, and one of the most prominent manufacturers and business men of Bucks County, was born in Camden, New Jersey, January 13, 1863, and is a son of the late William Hulme and Mary (Ridgway) Grundy, and a grandson of Edmund and Rebecca (Hulme) Grundy, and is a descendant on the maternal side from the earliest English settlers on the Delaware.

Edmund Grundy, grandfather of Joseph R., was a native of England, came to this country when a young man and located in Philadelphia, where he became a prominent merchant. He retired from business in 1856, at the same time moving to Walnut Grove Farm, Bristol Township, where he resided until his death in 1878. He married Rebecca Hulme, daughter of William and Rachel (Knight) Hulme, of Hulmeville, Bucks County, and they were the parents of five children.

William Hulme Grundy, the father of the subject of this sketch, was the second child of Edmund and Rebecca (Hulme) Grundy, and was born in Philadelphia in December, 1836. He was educated at a select school in that city and at an early age became a clerk in a mercantile establishment. Later he entered into the mercantile trade for himself in that city. In 1870 he began the manufacture of worsted yarns, moving his plant to Bristol, Bucks



WILLIAM H. GRUNDY.

County, in 1876, establishing the Bristol Worsted Mills, so long and successfully conducted by the firm of Wm. H. Grundy & Co., of which firm he was the senior member. It proved to be one of the important industries of the county, and gave employment to several hundred hands. William H. Grundy was a public-spirited and broad-minded business man, and did much to advance the interests of his town. He was president of the Bristol Improvement Company, and filled the office of chief burgess of the town for two terms. He was always active in all that pertained to the best interests of the town and won and held the respect and esteem of all with whom he came in contact. He was one of the first members of the Union League of Philadelphia, and a prominent member of the Manufacturers' Club of that city. He was also a prominent member of the Masonic fraternity. His career of extraordinary business activity and usefulness was terminated by his sudden death on October 26, 1893, of heart disease.

Mr. Grundy married in 1861, Mary Ridgway, of New Jersey, a lineal descendant of Richard Ridgway, of Welford, County of Bucks, England, who arrived in the River Delaware, in the ship "Jacob and Mary," of London, in September, 1679, and settled near the Falls of the Delaware in what is now Falls Township, Bucks County, where he was a considerable land holder. The first courthouse of Bucks County was erected on land belonging to Richard Ridgway. Mr. Ridgway was accompanied to America by his wife Elizabeth and son Thomas, and another son, Richard, was born a few months after their arrival. His wife died in Bucks County, and in 1699 he married Abigail Stockton, of New Jersey, and thereafter made his residence in Burlington County, New Jersey, where he became a very prominent man and left numerous descendants.

The maternal ancestors of William Hulme Grundy were also among the earliest English settlers of Bucks County. George Hulme and his son George Hulme, Jr., came from England prior to 1700, and settled in Middletown Township. George, Jr. married, in 1708, Naomi Palmer, daughter of John and Christian Palmer, who

came to Bucks County from Cleveland, Yorkshire, arriving in the Delaware, September 10, 1863. Naomi only survived her marriage a short time. George Jr. married (second), her sister, Ruth Palmer, contrary to the rules of Middletown Friends' Meeting, which forbid marriage with a deceased wife's sister, and he was disowned by the Meeting. John Hulme, son of George and Ruth, married Mary Pearson, daughter of Enoch and Margaret (Smith) Pearson, of Buckingham, and their son John was the founder of Hulmeville, which still bears his name. He married Rebecca Milnor, daughter of William Milnor, of Penn's Manor, and lived for a number of years in the Manor. In 1796 he exchanged his manor farm with Joshua Woolston for the Milford Mills, as Hulmeville was at that time known, and subsequently purchased several hundred acres of land adjoining, and with his sons William, John, Joseph, George and Samuel, established several new industries there and laid out and developed the town.

The family were the originators of the Farmers' Bank of Bucks County, which had its inception at Hulmeville. John Hulme was one of the most prominent business men of Bucks County and a pioneer in the rapid development that began in the first quarter of a century after the Revolution. His eldest son, William, was a carpenter and cabinet maker and was associated with his father in the varied interests of the town, and assisted materially in its development. He married, April 17, 1794, Rachel Knight, and died in 1809, leaving one son, Joseph K., and two daughters, Susanna and Rebecca. The latter was born in 1803 and became the wife of Edmund Grundy. She outlived all of her generation, dying at her country residence in Bristol Township, October 26, 1895, at the advanced age of 92 years. Of her five children, only one survived her, Mrs. Susan G. Harrison. William Hulme and Mary (Ridgway) Grundy were the parents of two children, Joseph R., and Margaret R. Mrs. Grundy, who is still living, resides at Walnut Grove, in Bristol Township, though much of her time is spent in traveling in Europe and elsewhere. (Davis' History of Bucks County.)

Bud Doble, the World-Renowned Horse Trainer and Jockey.—Bud Doble, the greatest horse trainer and jockey America has ever known, lived in Bristol during the early years of his famous career. About 1867, he erected a large stable on the west side of Otter street, near Bath, and made it the winter quarters for his renowned trotting horses. In January, 1868, this stable caught fire and burned to the ground, but the horses were saved. A new stable was subsequently built at the corner of Otter and Maple Streets. In this stable were wintered many of the most famous horses known to the world in that day. Among the number may be mentioned Goldsmith Maid, Dexter, Lucy, Lady Thorn, Snow Ball, Dot, Jay Gould and Flora Temple. Sometimes as many as one hundred and fifty horses were wintered here at one time. Mr. Doble would allow the small boys of the town to take out the famous trotters for exercise, and many of our older men of today hold in their memory fond remembrances of having ridden, during their boyhood, upon the back of some of the fastest horses in the world.

The famous Dexter, a brown gelding, foaled 1858, was the first of the great trotters that was bred in conformity with later-day ideas. The track career of this champion covered but three years, from 1864, to 1867, and in that time he performed in harness, under saddle and to wagon, winning forty-six contested races at various hitches and distances, one to three miles, and was defeated but four times. His essay against time was October, 1865, to beat 2.19 under saddle, and he went the distance in 2.18 $\frac{1}{4}$. His next time trial was in 1866, to beat his saddle record and he failed. The third was to beat the harness record of Flora Temple, starting August 14, 1867, at Buffalo, and in the second trial he trotted in 2.17 $\frac{1}{4}$, thus making the world's record. This record maintained until 1869, when it was passed over to Yankee Sam, who reduced the time to 2.16 $\frac{1}{2}$.

The incomparable Goldsmith Maid, a bay, foaled 1857, started on her brilliant career in 1865, taking a record of 2.36. All told, in the twelve years she was on the turf, she trotted 135 races, winning 91. She also won nine-

teen contests in which the three heats were in 2.20 or better. Her total of heats in races and against time was 332. The first time she beat the 2.17 $\frac{1}{4}$ of Dexter and placed herself at the head of American trotters was September 6, 1871, at the Cold Spring Track, Milwaukee, where she defeated Lucy in a match, the second heat in 2.17 flat. Her greatest races were against Lucy, they meeting many times, Lucy defeating her but three times. Her next reduction of the record was June 29, 1872, at Mystic Park, Boston, again defeating Lucy, who forced her out in the second heat in 2.16 $\frac{3}{4}$. July 16, 1874, at East Saginaw, Mich., she cut the record to 2.16, in the last heat of a match with Judge Fullerton. August 7, the same year, she started at Buffalo to beat her record, and trotted in 2.15 $\frac{1}{2}$, and the next week, at Rochester, won the second heat of a race with Fullerton and American Girl in 2.14 $\frac{3}{4}$. September 2, 1874, found her at Mystic Park, where she started against 2.14 $\frac{3}{4}$, and cut the mark to 2.14, a record which stood for four years. Her only approach to this record was 2.14 $\frac{1}{2}$, in 1877, in a race with Rarus, who was destined to succeed her. The only famous trotter of the day that the Maid failed to defeat was Lady Thorn. Goldsmith Maid was retired to the breeding ranks at Fashion Stud, Trenton, N. J. The last public appearance of the Maid was at the first National Horse Show, in 1884, at Madison Square Garden, when she was paraded in the ring with the ex-champion stallion, Smuggler, 2.15 $\frac{1}{4}$, who defeated her in 1876, at Cleveland, in one of the greatest old-time races in the Grand Circuit. She died September, 1885, at Fashion Stud, in her twenty-eighth year. She and Lucy, 2.18 $\frac{1}{4}$, were inseparable at the farm. They were always together in pasture and had adjoining boxes in the big barn. When the Maid was dying, Lucy raged in her stall like a mad creature and was inconsolable for days. They were buried side by side.

Mr. Doble removed from Bristol to California during the 70's of the last century, where he married a daughter of "Lucky" Baldwin, the famous ranchman of Southern California. Mr. Doble is still living, spending his declining years in quiet luxury, at Los Angeles, Cal. He was

truly the greatest turfman of his day, and since then there have been none greater.

Bristol Water Company.—The Bristol Water Company was incorporated August 31, 1874. The first standpipe erected was 140 feet high. Pipes were laid through the principal streets of the town, and extended with the growth and development of the municipality. The company was successful from the start and for many years has paid a 10 per cent. annual dividend. In 1895 the old standpipe was removed and a new one, 152 feet high, erected in its place.

In 1906 the company entered into a contract with the New York Continental Jewelt Filter Company for a filter plant with a capacity of 2,000,000 gallons per day, at a cost of \$25,000. This filter contains two coagulating tanks and four sand filters, occupying a space of 40 by 80 feet, with a concrete storage basin, 40 by 80 by 9 feet in depth, being similar in all respects to the Norristown Filtering Plant except in size.

It was during this year (1906) that Borough Council began the agitation for a municipal waterworks. The charter of the borough was changed by an act of the State Legislature, giving to the borough greater borrowing powers. A bitter controversy ensued between the managers and stockholders of the company and those interested in the establishment of a municipal plant. Tuesday, July 10, 1906, was decided upon as the time when an election should be held by the citizens to decide upon the expenditure of \$100,000 for a municipal water and filtration plant. In the midst of the controversy the water company began the installation of its filtration plant, but the citizens voted at the election in July, by a large majority, in favor of a municipal plant. Litigation followed in the courts, but all decisions favored the borough's right to maintain a municipal plant. Last year (1910), the question was revived, and Borough Council endeavored to purchase the Bristol Water Works, but without success. Plans for a new municipal plant have been drawn, approved by the State Board of Health and

accepted by the Borough Council, and work on the new plant will begin soon.

The Buckley Street Mission Sunday School.—The Buckley Street Mission Sunday School was instituted in a small one-story building on Buckley Street, at the end of the mill yard of Thomas Hughes & Co., manufacturers of hosiery and underwear, by Mr. and Mrs. James M. Slack, January 3, 1875, with sixteen scholars and four teachers. James M. Slack was its first superintendent and held the position continuously until his death. The building was erected by the firm for the accommodation of the school, and later enlarged as it increased its membership. So rapidly did the school grow, that two years after its institution, 200 scholars and eighteen teachers were enrolled.

This increase in membership necessitated larger accommodations, so the firm remodeled the building, adding another story and increasing its dimensions. This enabled the primary department, under the charge of Mrs. Henry Bailey, to meet in the lower story, and the senior scholars to have the use of the upstairs' room. Mr. Slack continued as superintendent until his death, which occurred in January, 1888. Mrs. Slack succeeded her husband as Superintendent, and gave personal and financial support to the mission.

The Christmas festival each year was made particularly enjoyable to the scholars. Gifts were presented to all, and special prizes were awarded for attendance during the past year. Mrs. Slack always bore the expenses herself and never allowed a collection to be taken for that purpose. She also devoted her time and spared no trouble in looking after the personal welfare of the scholars. On the occasion of one of the Christmas festivals, a large fountain was placed in the centre of the room and allowed to remain during the year. An interesting feature of the school was a Bible Class of twenty-five or thirty men, both old and young, in charge of Mrs. E. J. Groom, who was always present, as she said, "to look after her boys."

Mrs. Slack had repeatedly asserted her determination

to discontinue her connection with the mission when she reached the age of 70 years. When the time came, however, it was hard work for her to break the ties asunder, and several Sundays passed before she could say the school would close. Finally, on Sunday, June 27, 1897, the Buckley Street Mission Sunday School, after a successful existence of twenty-two years, was discontinued,

Following its close, the members decided to visit their superintendent, Mrs. Slack, on each recurring birthday, and thus keep united the ties of friendship and affection which had bound them together for so many years. This custom has been continued during the thirteen years which have intervened since the close of the school, and on the evening of January 24th, of each year, the pleasant home of Mrs. Slack, at the corner of Radcliffe and Franklin Streets, is the scene of a happy reunion between the aged superintendent and her scholars, and her heart is cheered as she hears the boys and girls of former years sing over again the Gospel Hymns she taught them back in the olden days.

America Hose, Hook and Ladder Company No. 2.—The America Hose, Hook and Ladder Company No. 2, was organized in October, 1874, and incorporated January 12, 1875, with fifty charter members. The names of the six men, which appear upon the charter are: William H. Hall, John M. Callanan, Richard E. Shaw, Allen L. Garwood, W. Harry Wright and B. C. Foster. The first president of the company was Allen L. Garwood. On October 1, 1876, just one year after its organization, Borough Council authorized the construction of a one-story frame building on land owned by the borough, at the corner of Pond and Mulberry Streets, for the use of the company, at a cost of \$545. In February, 1882, the old building was torn down, and by authority of Town Council, a two-story brick building was erected at a cost of \$2,940. In more recent years the company, with permission of council, removed the brick building, and had erected, at its own expense, the handsome and commodious stone building of today. The building cost the company \$10,000. The first truck owned by the company was

built by Wilson Randall, the carriage builder on Bath Street, in 1875, at a cost of \$650. After being in constant use for about a quarter of a century, it was supplanted by the splendid apparatus which is now in the company's possession today, and a few years later the old truck was sold to the Yardley Fire Company. This company has always been noted for its efficiency. Several times it has participated in parades in Philadelphia and other cities, always making a fine showing. Its twenty-fifth anniversary was celebrated by a banquet in Pythian Hall in October, 1899. Besides the truck, its equipment comprises a hose wagon and a hose carriage.

A Fruit Preserving Establishment.—Between 1875 and 1880, below Bloomsdale, and on the bank of the river, was located the extensive establishment of Nathan Hellings, for the preservation of fruit. The main building was eighty by fifty with thick walls, and was so constructed as to avoid the outside changes of temperature, which was maintained within at from thirty-four to thirty-six degrees, while a current of dry air passed constantly through the building, to prevent moisture. A large ice bed under the centre of the building cooled the atmosphere in summer. Here large quantities of foreign and domestic fruits, in season, were stored for preservation. The storage capacity of the establishment was about 10,000 barrels. Improvements in the system of fruit preservation and the development of "cold storage," soon made the Bristol establishment impracticable and it was closed with a total loss to the proprietor. Subsequently the buildings were destroyed by fire, but the old ruins can still be seen from the decks of the steamers which ply up and down the river.

Reminiscences of Bristol in 1875-1880.—During this period Bristol was about half as large as it is today, having a population of 5,000. Joshua Peirce was developing the land above Washington Street, and the Fifth Ward was a possibility of the remote future. The Bristol Improvement Company had been organized and Grundy's mill was the first to be erected. The Fourth Ward was

but sparsely settled, while the Third Ward was undergoing the process of development. Samuel Swain and Walter Laing had divided the land south of Swain Street into building lots, opened up Swain, Linden, Locust and Maple Streets, and through the agency of the old Home and Cottage Building Associations, were rapidly selling the land. The old Wood Street and Otter Street (Mohican Hall), school buildings, had been erected and many of the boys of that generation, from all over the town, received their elementary training within the walls of the latter building.

The old Pennsylvania Railroad freight depot stood on the east side of the tracks, just above the passenger depot, with a frontage on Pond Street. Wm. H. P. Hall was freight agent, and occupied a frame office attached to the southern end of the building. Somewhere between it and the passenger station was a foot bridge, which passed over the top of the tracks, with steps leading up on both sides. J. Merrick Brown was ticket agent at the passenger depot and also looked after the baggage department, as well as the Adams' Express business. Along the race, just opposite the depot, on the west side of the tracks, was a frame house occupied by a noted character, Jack Kelly, or more commonly known as "Rabbit Eggs," and his associate "Poll Scott." Farther up towards Mulberry Street stood a row of small houses called "Rotten Row," or "Bed Bug Row," and back of them, along the mill race stood another house or two. Along the track in front of "Bed Bug Row," were located the water tanks of the Pennsylvania Railroad. But two tracks passed through the town and the course of the railroad ran along the old roadbed just back of Otter Street. Gates had not yet been placed at the Mill Street crossing, but a flagman was on duty. Accidents frequently occurred and many men and boys were killed in attempting to steal fruit from the moving trains.

The grist mill which now stands in ruins near the corner of Mill and Pond Streets was operated with water power, which produced a current in the basin below, which furnished a rendezvous for Bristol's famous herring. As many as fifteen dip-nets were often in use at

one time and what a happy time it was, when a school of herring came up the basin attracted by the current. Twenty-five or thirty and sometimes fifty at a dip, was an occasional occurrence. The old saw mill was also a place of interest, with its long incline running down to the log pound in the basin below. The boys of that period found pleasure in watching the logs pulled up the incline into the mill, and then, when they were in position, through the kindness of the sawyer, Thomas Harrison, were allowed to ride forward and backward on the carrier frame, while the saw ploughed its way through the log.

On the south side of Mill Street, at the junction of the railroad and the street, stood a brick house occupied by Mr. and Mrs. Henry Sutch. Between the house and the railroad tracks was a pair of steps leading down to the tow path below. On the other side at the northwest intersection of the track and the street, Charles Osmond ran a bakery, and at the end of his property another pair of steps ran down to the towpath. When the crossing was blocked, the travel was diverted, passing down the steps, under the railroad bridge, by way of the towpath and up the steps on the other side. Adjoining the home of Mr. and Mrs. Sutch was a tin shop, the proprietor of which was Courtland Lynn. On the corner next to the race stood a blacksmith shop and its tenant may have been a man named Craven. On the other side of the railroad between the Owl Club and the canal, was a wagon road running down the hill underneath the old railroad to a canal stable situated near the overflow. One night, shortly after the borough had purchased its new Silsby steam fire engine, this stable caught fire, and in going down the hill the smoke stack struck the bridge and it broke off, so that the steamer was run that night with a barrel for a smoke stack. It proved a disastrous fire and several mules were burned to death.

The old forge was standing on the east side of the tracks near the Otter Street school building. It was in operation only a short time during this period, and some of the machinery was eventually sold to the rolling mill, which was then operated by Nevegold & Schiede. Be-

tween the forge and the canal bridge stood two or three small houses. Modus Stroble, a sturdy type of our early German settlers, conducted a harness making establishment in the property now occupied by the Owl Club. William Blackwood ran a bakery at the corner of Bath and Otter Streets. Israel Tomlinson occupied the old stone house at the west corner of Bath and Otter Streets. Wilson Closson was proprietor of the Closson House.

The Bath Springs Hotel was still standing, being still in use for summer boarders. Jared Hellings was the proprietor. A bath house stood in the mill pond and a pavilion still remained near the famous spring. Near the creek was a bowling alley, which burned to the ground one night before the fire department could render assistance. Occasional excursions still came up on the boat, some bringing music with them.

Baseball occupied the attention of Bristol's sporting men just as it does today. The old "Athletics" played on a lot between Washington and Lafayette Streets. Later, Simon's field, opposite the Bristol Cemetery, was leased. It was here that baseball saw its greatest development. The old Keystone Club was almost invincible. Mixed clubs, composed of Bristol and Burlington players struggled with the Keystone again and again for supremacy. It was during these struggles that the curved ball was brought out, which made such a revolution in baseball circles. The Jersey men brought the curved ball over from Burlington and the names of Bottle Burr, Frank Schuyler and Godie Brotherton are fresh in memory today.

An amusing incident occurred during this period of baseball history. The laws of the game were changed so that the pitcher in throwing a ball must keep his arm below his hip. One of the pitchers of the Bristol team was Mr. Dickie, who was a local manufacturer. He violated the rule so often, that the umpire was obliged to warn him, saying: "Get your hand down, Mr. Dickie!" This expression seemed to make a humorous impression upon the youthful minds and it became a by-word. Wherever Mr. Dickie went he heard this expression. The small boys would meet his carriage at the Mill Street

crossing and follow it down Otter Street to the ball grounds, shouting at the top of their voices: "Get your hand down, Mr. Dickie!"

It was during this period that Patchem Flynn, who afterward became a pitcher for the local team, learned to pitch a curved ball. John Tyrol, Vivian Potts and many other boys of this period became adepts in the same line, and soon the curved ball became a feature in local amateur as well as professional baseball circles. The ball field was subsequently removed to the Fourth Ward, where, on one occasion, "Billy Downing," the pitcher of the local team, while at the bat, was struck in the temple by an inshoot, knocking him senseless, and putting an end to his baseball aspirations, for he played little after that occasion. Mr. Downing is still living and conducts a flour and feed business on Mill Street.

The circuses of these days traveled in wagons on the road, and what fun it was for the boys to arise early in the morning and meet the wagons at Otter Creek bridge. The bridge was a weak structure and the elephants were taken down the bank and waded across the creek. The tent wagons always arrived first. Later in the morning the circus proper would arrive. Stopping on South Otter Street they would form in line and parade through the town to the lot on which the tents had been erected. On one occasion, the band wagon was drawn by forty horses, driven by one man. It was considered a wonderful feat, and was talked over in the town for many days afterward. The circuses of this period seemed better than they are today, because the clown was a more important part of the show. Perhaps many of our readers will remember McGinley's Circus and Cole's Circus, both of which made yearly visits to the town. Dan Gardiner was the greatest leaper that Bristol people have ever seen and the number of horses, camels and elephants he could leap over, at the same time turning a double somersault in the air, was wonderful to behold.

The temperance question was agitating the minds of the people and outdoor meetings were held in the old grove, which was situated on Pond Street above DeWitt's greenhouses. An orator named William A. Lafferty was

prominent in the temperance work. One evening a hotel keeper signed the pledge and the next day the liquor from his hotel was poured out on the hill adjoining Dr. Purcell's drug store. Meetings were also held in Cabeen's Hall. A strong branch of the Catholic T. A. B. Society was in existence and temperance meetings were frequently held in St. Mark's Roman Catholic Church, which were largely attended.

Bunker Hill rose out of the marsh in majestic splendor. It was situated just back of the old forge, and a remnant of it exists today. At one time it was thought a paper mill would be erected thereon. A well was sunk, but for some reason the work was abandoned. Later, when the Pennsylvania Railroad changed its roadbed to its present location, Bunker Hill was purchased and the earth used for the road's embankment. For several years a man named Fiddle and his wife, lived on the side of the hill in an old canal boat. He dealt in rags, bones and old iron and kept a large flock of geese. Mrs. Fiddle was quick tempered and would often get a gun and make the boys run, when she could stand their conduct no longer. On the south side of the hill, there was a favorite spot where the boys liked to bathe, and in winter time the north side made a delightful coasting ground. When the ice on the marsh was in good condition, the impetus secured from the ride down the hill would carry the coasters half way across to the overflow. One night, after the canal boat home had been vacated by its occupants, it was set on fire. A snow storm was raging at the time and it made a beautiful sight. In fact, such a vivid impression did it make upon the memories of those who lived at this period, that today, whenever they indulge in reminiscences, the Bunker Hill fire is always mentioned.

Bristol in these days, had two brass bands and a drum corps. The latter was first organized in connection with H. Clay Beatty Post No. 73, G. A. R., and met weekly for practice in Henry Rue's carpenter shop on Otter Street. The T. A. B. Band met in the upper store of the building adjoining Harry Vanhorn's (A. Petty) blacksmith shop on the same street. The Washington Band, which was one of the very best bands the town ever had,

was organized in about 1879, in the room in Washington Hall, now occupied by H. Clay Beatty Post, G. A. R., but then used by a social organization called the Washington Assembly. Later the band met in the upper story of the hose house of the Bristol Hosiery Mills' Fire Brigade, on Buckley Street. This building was afterward moved to the corner of the Beaver Dam Road and Buckley Street, and turned into a residence. The services of the Washington Band were in great demand, and during the Garfield-Hancock campaign it filled several important engagements. The band was under the leadership of John Cotshott, who was a cornet player of rare ability. Among the surviving members are Alexander Watson, Joshua Townsend, Patrick Morris and Thomas Keating. The band was in existence about ten years.

A review of the business places on Mill Street will probably prove interesting reading to many. Jacob McBrien conducted a harness making shop where McIlvaine's bottling establishment now stands. William Terneson was the proprietor of a shoe store at the corner of Mill and Pond Streets. John Bostwick's photograph gallery was in the building now occupied by Jacob Winders. Cabeen and Beatty ran a store on the opposite corner and the hall in the second story, then known as Cabeen's Hall, was in the zenith of its popularity. Mr. and Mrs. Tom Thumb, Commodore Nut, Professor Weyman the magician, and Blind Tom, have all performed on its platform. On one occasion a traveling mesmerist came to town and gave a series of exhibitions in the hall. He was a clever performer and took his subjects from the audience, putting them through all sorts of laughable stunts. The exhibitions, however, raised a howl of protest, but nevertheless the hall was packed every night. Uncle Amos Lippincott conducted a tobacco shop, sandwiched in between H. S. Rue's residence and Ruby's five and ten cent store. John H. Wood was in business where Harry Smith now is, at the corner of Mill and Wood Streets. The lot on the southeast corner was unoccupied and was a rendezvous for every traveling show that came along. It was here in a side show, where many Bristol people first saw the fantoscope, sword swallow-

ing, feats in magic and ventriloquism. Traveling medicine men also occupied the lot and during the summer there was hardly a night when some "faker" was not performing upon it. The boys of this period will recall Johnnie Steen, the bootblack man, who was perhaps the foremost among them. Old Mr. Pennington kept a store in Joseph Vansant's property next to "The Bristol." Louis Hoguet was a druggist, having been succeeded in later years by E. C. Erthal. Nathan Tyler's clothing store stood on the site where the Family Theatre now stands. Over in front of the Bristol House, now occupied by Charles Rommell, stood a high flag pole, owned by the borough, and when the new steam fire engine was purchased by Fire Company No. 1, the firemen used to test it by trying to throw a stream over the top of the pole. The postoffice was on Mill Street, next to Tyler's clothing store and Jessie Miers was postmaster. Dr. Howard Pursell conducted a drug store, as he does today, at the corner of Mill and Cedar Streets.

John McOwen kept a shoe store in the building now occupied by Kidd's dining room. Charles Woolman occupied an old building which stood on the site of Weisblatt's store. Rogers Brothers operated the Bristol Mills. In an old building adjoining Cabeen & Beatty (Bell), William Broadnax was in business and the Louderbough sisters conducted a store on the opposite side of the street. Samuel Scott occupied the store now owned by William Girton, and W. H. P. Hall lived in the dwelling now occupied by W. M. Downing. Hibbs Goforth kept a store next door in a building later occupied by George L. Horn as a residence, and Wm. Blackwood had removed from the corner of Mill and Otter Streets to the building next door. On the other side of the street, in the dwelling now occupied by H. S. Rue, his father, Samuel Rue, resided and conducted the undertaking business. Charles Douglass was in the tin business where the Chinese laundry now is, and next door a store was kept by a Mrs. Gear. H. G. Peters was in the drug business in the Allen building, where Wollard's shoe store is located, and George Allen was in business in the store now run by Johnson Brothers. Joseph Foster conducted a jewelry

store on the opposite corner and next door, in the building now used as an office by the Bristol Gas Light Company, a hardware store was run by a Mr. Thomas, who was the father of Jessie O. Thomas. Mrs. J. M. Brown was in business next door and next door to Mrs. Brown's, Charles Ahlee conducted a candy store. Mr. Gear had a shoe store in the little building later used by the Bristol Courier and next door was the residence and adjoining thereto the butcher shop of Hazel Hibbs. On the opposite side of the street, in the McMullen building, a Mrs. Hamilton kept a store. Frank N. Booz kept a lamp store where Mr. Roper lives, and ran an oil route. John M. Callanan kept a toy store and news agency where Whitaker's shoe store now is. On the other side Brown's millinery store was a popular place, and in the adjoining building, Harry Bradfield conducted a music store. Next door but one, in the "Ark" building, a store was run by a Mrs. Jewitt. Jesse Jackson kept a candy store where Claud Harris is now in business, and Richard Trudgen was in the furniture business next door, where the news agency is now established. Dr. E. J. Groom occupied his residence next door, and down the hill, back of Dr. Pursell's drug store, was a keg factory, operated by Joseph Wood. This building was destroyed by fire. Mrs. McCorkle kept a millinery store on the east corner of Mill and Cedar Streets and Joseph Kinsey ran the hardware store where the Wright Brothers now conduct their business. Thomas Barnard was proprietor of the tin shop now owned by L. J. Bevan. The Railroad House was conducted by W. H. H. Fine. Of all the business or professional men, who were located on Mill Street, three decades ago, only three remain in business today.

The men of this period, in addition to those already mentioned, who occupied prominent places in the life of the borough were: Joshua Peirce, William H. Grundy, Charles E. Schiede, Charles W. Peirce, Joseph Peirce, William Kinsey, John S. Brelsford, James Foster, Joseph Foster, James Brudon, J. G. Krichbaum, Wilson Randall, Squire James Lyndell, J. Wesley Wright, James Wright, Charles E. Scott, William Bailey, Dr. W. T. Potts, Henry M. Wright, W. H. P. Hall, Allan L. Garwood, Edmund Lawrence, Ellwood Doron, Michael Dougherty, Wm. H.

Booz, R. W. Holt, T. B. Harkins, Joseph Sherman, Symington Phillips, James M. Slack, Charles York, Jonathan Wright, A. L. Packer, Charles Wollard and Morton A. Walmsley.

The Clark Insulated Wire Company.—About the year 1878, Henry A. Clark came to Bristol, and purchasing a piece of land in the northern part of the town, facing on Beaver Dam Road, erected a building and began the manufacture of grossamer cloth. Mr. Clark was a chemist of unusual ability and his new enterprise met with success from the beginning. His plant was known far and wide as the Bristol Rubberoid Works. In his chemical experiments, Mr. Clark discovered a method of insulating wire, and needing additional capital in his business, organized a corporation known as the Clark Insulated Wire Company. Lack of harmony among the stockholders, however, soon caused Mr. Clark to withdraw, and taking the secret of manufacture with him, the company soon failed. Mr. Clark was a man of pleasing personality, and enjoyed a wide circle of friends, who deeply regretted his removal from the town.

Washington Street School House.—On June 26, 1878, there was an interesting event in Bristol at 3 o'clock in the afternoon, when there was a procession of school children, led by their teachers, from the Wood Street school to the corner of Washington and Pond Streets, where the corner stone of the new school building was laid with appropriate ceremonies.

Professor Krichbaum, standing near the corner of the building, announced the opening ceremony; a prayer by Rev. Dr. Cunningham, of the Bristol M. E. Church, after which the school sang a selection: "Live and Learn," and Dr. Cunningham delivered a short address. After a song by the secondary school, Professor Krichbaum announced the contents of the copper box about to be deposited in the corner stone to be as follows: Names of the officers of the United States government, names of the State officers and of the Borough Council and Borough officers, names of the School Board and ministers of the different churches, names of the directors of the Farmers' National Bank, copies of the latest issues of the Bucks County

Gazette, Bristol Observer, Bucks County Intelligencer and Doylestown Democrat and some old coins and fractional currency.

The box was then deposited, after a few remarks by Professor Krichbaum.

At a meeting of the Public School Board, held May 10, 1877, it was decided to build a new school house in the upper end of the town, on a lot recently purchased of Ellwood Doron, at a price of \$1,600, and a committee composed of John W. Bailey, W. H. Hall and Dr. John



WASHINGTON STREET PUBLIC SCHOOL.

Ward, was appointed to make all necessary inquiry as to the cost of erecting a suitable building of brick or stone. This committee visited three school houses in Camden, N. J., and recommended that the board use as its model the Central school house, of that city. The plans were drawn and bids asked for. Twelve bids were received, but all were rejected because the amounts were in excess of that which the board had decided to expend. At the

next meeting the committee submitted a plan which they thought would lessen the cost of construction, but it was rejected. A new committee was appointed consisting of John S. Brelsford, John Ward and Joseph H. Foster, to confer with the architect and have his plans modified. The new plan provided for a two-story school house containing four rooms, which was adopted by the board. The contract was awarded to F. P. Crichton, at a cost of \$6,529, the building to be of stone. The board appointed E. C. Brudon, J. W. Bailey and W. H. Hill as a building committee, to superintend the construction of the new school house. It was later decided to install an improved system of ventilation at a cost of \$315. The building was completed in December and dedicated on Friday, January 3rd, 1879, with appropriate ceremonies. It was opened for school purposes on Monday morning, January 6th, with the following corps of teachers: First Primary, Maggie Stewart; Second Primary, Ellie M. Turner; Third Primary, Emily H. Stackhouse; Secondary, No. 2, Sarah J. Repsher.

(The author was in the procession of school children, which marched to the site of the new building and participated in the corner stone exercises, and later was selected as one of the boys to place crayon drawings upon the blackboards at the time of the dedication of the building.)

An Exciting Election; Ballot Box Stolen.—Bristol has been the scene of many political fights, but none have so inflamed the public mind or lingered longer in memory, than the one here related.

"As a result of the fight of the Young Democracy of Bristol to obliterate the 'Ring Combine,' a sensational episode took place on Saturday, September 21, 1878, at the delegate election which was held in the town hall, an occurrence which is frequently referred to even to this day. It was a battle of ballots and terminated in the theft of the ballot box.

"The Young Democracy and their opponents locked horns with a vengeance and from 4 o'clock in the afternoon until 8 o'clock in the evening, when the polls closed, the town hall was a centre of attraction to individuals of

all parties. The contest was for the election of delegates to the county convention, which was to meet at Doylestown on the Monday following. There were two sets of delegates voted for—one the old and the other the young Democracy. The ring fought desperately and contested the ground inch by inch, the first attempt being to exclude from the room two representatives of the Young Democracy, who were selected to act in the capacity of 'visiting statesmen,' to see that their party's interests were carefully looked after. But a letter was produced from the County Chairman at Doylestown, saying that the Young Democracy would be allowed such representation, so the ring scored their first defeat.

"When the polls closed it was apparent to everybody who had watched the progress of the fight, that the younger branch of the party was victorious. When the officers appointed by the County Committee to count the vote closed the doors, the two 'visiting statesmen' refused to leave the room although Constable Louderbough was called on by the ring to put them out.

"One of the ring representatives on the election board said he would not count the vote while these men remained in the room, but as they showed no disposition to depart he became uneasy, and pretending to take a philosophical view of the matter, went to the back window and suddenly seizing the ballot box, thrust it out of the window to one of his colleagues who was waiting to receive it.

"As soon as the representatives of the Young Democracy saw the game, they gave the alarm to their friends, who were gathered in force outside the building, themselves jumping out the window.

"As soon as the alarm was given the crowd outside hurried around to the back of the hall and before the ballot box thief got very far he was headed off by one of the Young Democracy. Other parties quickly coming up, in an instant the ballot box was taken from the culprit, and he was knocked to the ground. When he attempted to rise, twice in succession he was laid out again, but finally was taken in charge by Policeman Sax-

ton, who took him to the Cottage Hotel (Silbert House), in a rather damaged condition.

"The election officers, seeing the way the battle was raging, thought discretion the better part of valor and left the hall, in their haste blowing out the gas instead of turning it off. When the Young Democracy returned with the ballot box in their possession to count the vote, they could not find the ring representatives and proceeded to count the votes themselves, which showed that, after allowing the ring (Old Democracy), to have the twenty-one votes which were missing (for careful tally had been kept, from which it was known that 304 votes had been polled), the Young Democracy had 172 votes and the ring only 132, thus giving the former forty majority.

"When the vote had been counted and the Young Democracy were announced the victors, a large delegation of them got together and with fife and drum made a 'royal progress' through the town, paying particular attention to stop before the residences of the ballot box thieves and others of the same party, and serenaded them with their fine instrumental music, accompanied by vocal strains of very significant sentiments.

"The excitement continued until after midnight, and all the next day groups of men were to be seen upon the streets, discussing the proceedings of the night before and upon all hands, the action of the 'ring' in stealing the ballot box was condemned in the strongest manner."

Although thirty-two years have passed since this occurrence took place, yet the incidents of that night are fresh in memory today, and although many battles with the ballot have been fought since that time, yet the battle of that memorable day in September, 1878, stands out pre-eminently as the most exciting ever waged in the borough. (Taken from the Bucks County Gazette.)

The Providence Knitting Mill.—The Providence Knitting Mill, erected in 1879, and owned and operated by Mrs. Clara Appleton, adjoined the property of the Bristol Woolen Mill Company, on Buckley Street, and was engaged in the same branch of industry. On the night

of March 4, 1895, it was burned to the ground, being one of the most disastrous fires Bristol has ever witnessed. The weather was bitter cold and the wind blowing a gale. Pieces of the burning hosiery were carried by the wind over to the eastern section of the town, and at one time five or six houses were on fire. The carpet mill, however, acted as a bulwark of protection for the threatened section, and saved it from destruction.

Bath Street Public School.—During the month of June, 1880, the public school board purchased from Howell &



BATH STREET PUBLIC SCHOOL.

Harris, a lot with a frontage of 200 feet, on Bath Street, above Buckley, for the sum of \$1,500.00. It was decided that the building to be erected thereon should be of stone, hammer-dressed broken range, similar to the front of the Washington Street building, and should have a frontage of 86 feet and a depth of 56 feet. It was to be two stories in height and divided into eight class rooms.

The building committee consisted of Edward C. Brudon, William Randall, Chas. S. Wollard and W. H. P. Hall. Instead of employing an architect, the board decided to employ Chas. S. Wollard as superintendent, he to have general supervision over the building and to receive a salary of \$3.00 per day. The plans for the building were drawn by Mr. Wollard. Permission from the court was obtained by the board to borrow \$10,000, and bonds to that amount were sold.

The work on the new building began in August, 1880. In August, 1881, the building committee reported the building completed and five rooms ready for occupancy. The school house was dedicated with appropriate exercises, on Thursday afternoon, September 1, 1881, at 2 o'clock. The president of the board, W. H. P. Hall, called the meeting to order and William Kinsey, Esq., who was secretary of the first school board elected in Bristol Borough, was called to preside and Daniel Muncy was elected secretary. Mr. Kinsey read a portion of Scripture and Professor J. G. Krichbaum, principal of the high school, offered prayer. Jacob S. Young, secretary of the board, read a historical sketch of the local public schools and was followed by County Superintendent W. W. Woodruff, in an address, during which he complimented the citizens for having the best school house in the county. Hugh B. Eastburn, ex-county superintendent; Professor J. G. Krichbaum, Charles S. Bailey and Wm. Kinsey, Esq., also delivered addresses. After the exercises were over, the building was thrown open for inspection.

The building was opened for school purposes on September 5, 1881, five rooms being occupied. The teachers who first taught in the Bath Street building are as follows: Secondary Department, Maggie Stewart; Primary A Department, Hannah Yonkers; Primary B Department, Lizzie G. Tomlinson; Primary C Department, Ella M. Turner; Ungraded Department, Ephraim Moss. The total cost of the building was \$15,444.18.

A Republican Wigwam.—In the fall of 1880, during the Garfield-Hancock political campaign, the Republican

party erected a large wigwam on the then vacant lot at the southeast corner of Mill and Wood Streets. Many prominent men spoke in the building and large crowds were attracted to the meetings. Hon. B. F. Gilkeson, William H. Grundy, Joshua Peirce and Charles E. Scheide, were the recognized leaders of the Republican party at that period of the town's history.

Memorable Freshet and Ice Gorge.—On Saturday evening, February 12, 1881, the ice in the Delaware River broke up about 9 o'clock, and for two hours ran rapidly down the stream, filling the river from shore to shore. Later, when the ice above Trenton reached Bristol, it jammed up on the bar and flats between Bristol and Burlington, the gorge extending up the river some distance above the Hollow Creek. On Sunday afternoon the ice above the Hollow Creek broke, and with such force that it cut a gully through the orchard of Hancock's farm on Burlington Island, and the imprisoned water, which had been backed up by the ice gorge, on the low lands of the Manor and into the roadway near Landreth's seed farm, found vent and rushed across Hancock's farm into the channel back of the island. The freshet which caused the ice to break up was the greatest since 1857. The water covered all the wharves and inundated the residences along the river front and canal basin, in many cases flooding the kitchens and doing considerable damage. The gorge held fast for one whole week, and on the next Saturday evening broke and disappeared, leaving the channel free of everything except small masses of floating ice.

The Pennsylvania Railroad Changes Its Course.—About the year 1882, the Pennsylvania Railroad Company changed the course of its roadbed through the town south of Mill Street, moving it eastward about fifty yards, and increasing the number of tracks from two to four. An island which stood in the marsh, known as Bunker Hill, was purchased by the company and the earth from the hill used in the construction of the embankment for the course of the new road. Subsequently, the water

troughs were installed at South Bristol, which enabled the locomotives to take water while running.

Opening of the Streets.—The borough limits have been extended from time to time, as the increase of population required. Otter Street (the turnpike road), was an original highway, but was not regarded as a street. Bath Street, otherwise known as the terminus of the old Newtown road and as part of the turnpike in its intersection with Otter, was opened and widened in 1809 by private individuals, but without the co-operation of the proper borough authorities, who finally accepted it in 1821. The Beaver Dam Road, otherwise known as Beaver Street, was surveyed in 1821. The borough limits had meanwhile been extended eastward to Adams Hollow and westward to the mill pond in 1801. A further addition was made in 1852, and the boundaries then established are those of the present, embracing an area of about 450 acres. It is worthy of notice that the built up portion of the town was first extended west of the mill race, about the years 1811-25, as shown by the improvement of Bath Street in 1809, and of Otter a few years later. The construction of the turnpike probably influenced this. There was considerable building activity from 1833 to 1855, the period of prosperity incident to the canal trade. Property having a river front was in demand at this time; and hence the opening of Franklin and Penn Streets from Radcliffe to low water mark, in 1836. Wilson Street was opened in 1849. Pond Street was extended from the Walnut to Lafayette in 1855. Wood Street, which was continued easterly from Walnut in 1766, upon land vacated by John Hutchinson, was further opened to Washington in 1851. Cedar Street was extended from Walnut to Franklin in 1849, and thence to Lafayette in 1851. Wood and Pond were further laid out in 1874. Franklin and Penn Streets were opened in 1855. Dorrance Street was opened from low water mark to Pond Street in 1855, and thence to Canal Street in 1881. Washington and Lafayette Streets were laid out from the river to Pond Street in 1855, and continued in 1874. Jefferson Avenue was opened in 1873. Buckley Street was laid out in 1847,

Mifflin in 1853; Spruce, Race, Swain and Locust in 1874; Linden, Maple, Green and Pearl in 1880, by the borough authorities, although opened by private individuals in 1851. The survey for Garden, Mansion, Spring, Summer, and Corson Streets, and the extension of Jefferson Avenue, west of the canal, was made in 1884.

The Roller Skating Craze.—The roller skating craze struck Bristol during the winter of 1884-5. A new maple floor was laid in the lower story of Mohican Hall, on Otter Street, and a skating rink opened in charge of a man named Bull. In the spring of 1885, James Wright erected a large roller skating rink on Wood Street near Penn. For a short time it proved a popular pastime, but the excitement soon subsided and the building was remodeled and opened as a theatre. Today the old building is used as a moving picture show house.

A Memorable Blizzard.—In March, 1888, occurred one of the worst blizzards Bristol has ever known. Rain began to fall on Sunday morning and continued throughout the day and evening. Sometime during the night the shifting of the wind brought on a fierce snow storm, which increased in severity, the wind blowing a perfect gale. When our citizens awoke on Monday morning, they found the town literally buried under an avalanche of snow. In many places the snow drifts reached a height of ten and fifteen feet. Traffic on the railroad was blocked; the telegraph and telephone wires were down, and for two or three days the town was completely cut off from all outside communication.

High School Building.—At a meeting of the public school board, held July 6, 1893, the supply committee which consisted of B. C. Foster, E. H. Foster, R. W. Holt, Neal J. McIlvaine and Geo. W. Louderbough, was appointed to consider the expediency of increasing the school accommodations and to take the preliminary steps, if thought advisable, to erect a suitable building at the corner of Wood and Mulberry Streets, for high school and grammar school purposes especially, and to report at a

subsequent meeting the results of their deliberations with such recommendations as their judgment might approve.

At the meeting of December 7, 1893, the committee reported that, in their judgment the time had come to build a new school house for the accommodation of the high school and grammar grades especially, and that a building be erected and made ready for occupancy by September 1, 1894. By action of the board the committee was empowered to procure plans and estimates for the erec-



BRISTOL HIGH SCHOOL.

tion of the new building and report at the next meeting. The building, as originally decided upon, was to contain not less than eight class rooms, with a hall and lecture room on the third floor.

February 1, 1894, the committee reported that there was not sufficient room on the lot at the corner of Wood and Mulberry Streets to erect an eight-room building

and suggested the erection of a building containing six class rooms, a directors' room, superintendent's office and assembly room on the third floor, and presented plans for such a building together with estimated cost, for the consideration of the board. They also recommended that the board obtain the services of an experienced architect and suggested the name of S. A. Brouse, of Trenton.

The plans submitted by the committee were approved by the board and the committee instructed to go on with the work according to the plans. Mr. Brouse was employed as architect to prepare the plans and specifications and supervise the work, his remuneration to be 3 per cent. of the cost of the building. The bids were opened on Tuesday, April 10, 1894, and were as follows:

Ernest Lawrence.	\$15,525
Chas. S. Wollard.	16,357
Wright & De Groot.	16,764
Angus C. York.	17,190

The contract was awarded to the lowest bidder. Ground was broken on Wednesday morning, April 18, 1894. Bonds to the amount of \$15,000 were sold to cover the cost of erecting the building. The heating contract was awarded to Thomas Craig, his bid being \$1,690. The building when completed cost \$15,793.50, without the heating and furnishings. Saturday afternoon, November 10, 1894, at 2 o'clock, the dedicatory exercises were held in the assembly room of the new building. Dr. N. C. Schaffer, State Superintendent of Public Schools; W. H. Slotter, County Superintendent; W. W. Woodruff, ex-County Superintendent; Matilda S. Booz, Borough Superintendent; John K. Wildman, President of School Board and John C. Maule, a member of Borough Council, all made appropriate addresses. At the close of the meeting the chairman of the building committee, B. C. Foster, in a short speech, handed the building over to the school board, and it was accepted by the president in behalf of the board. The pupils of the high school and grammar grades were present and took part in the exercises. Music was furnished by the Bristol Orchestra. Nearly 500 persons were in attendance.

Cost of the Building.

Architect's Fee.	\$524 50
E. Lawrence, Contractor.	15,793 50
Craig, Heater.	1,690 00
Desks, Blackboards, etc.	966 34
Outhouses.	619 50
Gas Fixtures and Extra Plumbing.	219 08
Iron Fencing.	457 10
Flag Pole	124 45
Grading.	103 03
Pavement and Material.	309 76
Roofing Outhouses.	117 94
Graining Doors.	5 00
	<hr/>
	\$20,930 20

On April 1, 1895, an additional bond issue of \$4,000 was sold to meet the deficit in the total cost of the new building. The building was occupied in November, 1894, by the removal of the high school and grammar grades from the Bath Street building. The primary grade rooms in the old building on Wood Street were also moved into the new building and the secondary grade from the Friends' school building on Cedar Street to the old building on Wood Street.

St. Paul's Protestant Episcopal Church.—In November, 1885, a disagreement in the Sunday School of St. James' Protestant Episcopal Church, led to the withdrawal of the superintendent, fourteen teachers and a large number of scholars. On Advent Sunday, November 29, a new Sunday School was organized in Washington Hall, corner of Radcliffe and Walnut Streets. Forty communicants joined in an application to Bishop Stevens for permission to organize another Parish, but consent thereto was refused.

The Sunday School prospered from the beginning. On January 2, 1886, St. Paul's was adopted as a name for the mission, and on St. Paul's Day, January 25, 1886, the school was removed to Evans' (now Bell's) Hall, corner of Mill and Pond Streets. During the first winter the Mission enjoyed the services of a clergyman, until prohibited by the Diocesan authority.

Owing to the steady growth of the school, a building became a necessity, and in 1891 a lot was purchased on Jefferson Avenue, costing \$3,750. The financial depression succeeding that year delayed the carrying out of plans to build until 1895, when a contract was signed for the erection of a building to cost \$1,648. This, with extras, not including furniture, amounted to \$1,940.50 upon the completion of the building. The building was formally opened on October 6, 1895. The estimated value of the property was about \$7,000.



ST. PAUL'S P. E. CHURCH AND PARISH HOUSE.

In the winter of 1899-1900, another appeal for recognition was made to the Convocation of Germantown, but it was found it was not Canonical to do so. The Convocation, however, favorably recommended the matter to the standing committee. A hearing was given by the Standing Committee and at the request of Bishop Whitaker, the committee appeared before him for a conference, with the result that on May 9, 1900, official recognition was granted and the name of St. Paul's Mission was placed upon the list of recognized missions of the diocese.

Rev. Thomas J. Garland was appointed by the Bishop as Minister-in-charge, and the first regular service and

administration of the Holy Communion was on Sunday, May 13. It was a most impressive service, being the culmination of fourteen years' hopes and prayers. Regular services were instituted from June 1. During the summer the church building was enlarged by the addition of a chancel and a room for the infant class.

The committee in charge of the mission, when the minister was appointed, was Wm. V. Leach (who had been acting as lay reader during all the previous years of its existence), B. F. Gilkeson, Thomas B. Harkins, Henry Lombaert, Arthur W. Doust, John Lawrence, Mrs. A. Weir Gilkeson. A Weir Gilkeson, who had been the superintendent of the Sunday School, from the time of its beginning in 1885, died in July, 1899, just one year before the mission received official recognition.

In April, 1903, Rev. Garland resigned, and in June of the same year, Rev. J. Kennedy Moorhouse was appointed deacon in charge from July 1. In August, 1903, a plan was adopted to pay off a debt of \$3,100 resting on the property. On Easter Day, 1904, the amount of \$1,100 was raised and before the following Easter the whole indebtedness was paid off. The first steps were taken in February, 1905, to organize the Mission into a Parish. After several setbacks the charter was finally passed by the Standing Committee of the Diocese, and at 2.30 P. M., Wednesday, May 3, 1905, at the One Hundred and Twenty-first Annual Convention of the Diocese, the charter and proposed amendments were approved and the church admitted into union with the Convention.

In August, 1908, ground was broken for a Parish House. On Sunday, February 14, 1909, the new Parish House was opened by a Missionary Service of the Sunday School, the Rev. Thos. J. Garland making the address. The building cost \$5,000. In August, 1910, the Rev. J. Kennedy Moorhouse resigned, since which time the church has been without a stationed clergyman.

Causes Which Led to the Organization of Fire Companies Nos. 3, 4 and 5.—In the summer of 1893, a fire occurred at the residence of Thomas Brooks on Garden Street, in which four persons lost their lives. The rail-

road crossings were blocked by a freight train and the fire companies, both of which were located in the First Ward, were greatly delayed in reaching the conflagration. The possibility of what might happen to that section of the town, on the west side of the railroad, should a serious fire occur, and the fire companies be prevented from responding promptly, on account of the crossings being blockaded, caused the citizens of that section much serious thought. It remained, however, for John T. Smith, a citizen of the Fourth Ward, to develope a plan whereby the unprotected sections of the town could have adequate protection. His proposition was to organize a company in the Fourth Ward for local fire protection only. He sought and obtained the co-operation of Messrs. Wm. H. Grundy, Geo. A. Shoemaker and Joseph R. Grundy, and upon the suggestion of these latter gentlemen the plan was made to embrace the other two unprotected wards. Through the combined efforts of these four gentlemen the citizens of the three wards became interested in the project, which finally culminated in the organization of a fire company in each of the three wards, known respectively as Second Ward Hose Company, Third Ward Hose Company and Fourth Ward Hose Company. The Second Ward Company erected its hose house in the alley back of the south side of Jefferson Avenue, between Pond and Wood Streets; the Third Ward Company built its house in the rear of Abraham Ettenger's yard, facing on Pearl Street; while the home of the Fourth Ward Company was located on Garden Street. Borough Council presented 500 feet of hose to each of the companies. Subscriptions were taken in the different wards and the money thus raised used to purchase hose crabs, except in the Fourth Ward, where the company was presented with a crab by Wm. H. Grundy & Co.

For a period of several years the various companies enjoyed a quiet and modest existence. Then the progressive spirit possessed by the young members of the Third Ward Company, began to assert itself. A charter was obtained from the court and the name of the company changed to that which it now bears, Good Will Hose Company, No. 3. The property at the corner of Swain

and Pearl Streets was purchased and converted into a comfortable and commodious hose house. Borough Council presented the company with a Combination Chemical and Hose Wagon, and the members raised sufficient funds to purchase a one-horse hose wagon. The chemical wagon proving unsatisfactory, it was exchanged for a chemical engine. A pair of horses was procured by the company but the experiment was a costly one. Finally, with the consent of Borough Council, the chemical engine and horses were sold and the proceeds used to purchase an up-to-date Automobile Combination Chemical and Hose Wagon. The new apparatus was housed with appropriate ceremonies on Saturday afternoon, October 1, 1910. Three years ago (1908), the old Second Ward Hose Company was reorganized and its name changed to the Enterprise Fire Company, No. 5. A charter was obtained and during the year 1909 the company erected a \$7,000 hose house on Wood Street near Jefferson Avenue. Its membership has steadily increased and its efficiency is recognized by the whole community.

The Fourth Ward Hose Company, like the other ward companies, no longer bears its original name, but is now known as the Beaver Fire Company, No. 4. Although not a chartered company, its members are enthusiastic firemen and are ever ready to respond to the call of duty.

Borough Fire Department Organized.—By request of the Fire Committee of Borough Council, a meeting of the Fire Committee, with a committee from Bristol Company No. 1, and America H. H. & L. Co. No. 2, was held in July, 1894, and a set of rules and regulations providing for the election of a Chief Engineer and Assistant Engineer and the organization of a fire department for the borough was presented by the committee of No. 1 company and unanimously approved. The committee also reported a uniform for the chief and his assistant, and at a subsequent meeting of the delegates, Norwood P. Chase, of No. 1, was elected Chief Engineer and Thomas R. Vandegrift, of No. 2, Assistant Engineer of the Fire Department of Bristol Borough. This was followed by the installation of the Gamewell Fire Alarm System,

which, under the care of Frank T. Chambers, has proven a valuable adjunct in the speedy extinguishment of fires, supplanting the former method of notification by magneto bell signals from the two fire houses to the water works. Since the organization of the Borough Fire Department two other companies, namely Good Will Hose Company No. 3 and Enterprise Fire Company No. 5, have taken out charters and become members of the department. A second assistant chief is now also elected.

Death of Matilda Swift Booz.—Miss Matilda Swift Booz, Superintendent of the Bristol Public Schools, was stricken with apoplexy at a meeting of the school board, held in the directors' room in the high school building, on April 2, 1897, and died the next morning. Miss Booz was a self-made woman. She received her education in the Bristol schools and owed her advancement to the position she occupied at the time of her death to her own indefatigable labor and patient study. Ex-County Superintendent Hugh B. Eastburn, Esq., of Doylestown, writing of her subsequent to her death, said: "The successive steps which she took and the promotions which she steadily earned were the logical results of her industry, of her perseverance, of the exercise of tact and discrimination in the work given her to do, of a rare devotion to duty and of a constant endeavor to fulfill a high ideal." She was elected an assistant teacher in the Secondary school in the old school building on Wood Street, August 9, 1865. In July, 1872, she was promoted to the principalship of the Girls' Grammar school, and on August 14, 1873, became the assistant principal of the High School under Professor J. G. Krichbaum. In 1884 she was elected superintendent of the Bristol Schools, which position she held up to the time of her death. Miss Louise D. Baggs, the then principal of the High School, but since the death of Miss Booz, her successor as superintendent, paid the following beautiful tribute to her memory, in behalf of herself and teachers:

"We bear testimony to her efficiency and faithfulness, ever giving of herself and her time most willingly; by her advice, helping; by her example, stimulating; by her kind



MISS MATILDA SWIFT BOOZ.
First Superintendent Bristol Public Schools.

words, encouraging. Her own love of study and breadth of culture were quiet but potent factors in enthusing the oft-time weary brains of others to more activity. Her strict integrity held up constantly such a high standard of living that intercourse with her inspired a striving after noble things. Her keen sense of justice often made the more hasty to halt, and taught them to hold judgment in abeyance until reason could look fairly on the subject from all sides. In her the children ever found an interested friend, one who fully appreciated honest effort but never exacted the impossible. As a woman and as superintendent we loved, admired and respected her, and we feel that while today the world is poorer for her absence, yet it is much the richer for the time she tarried here."

Memorial services were held in the assembly room of the High School building, on Monday evening, April 12, 1897, at which were present directors, teachers, members of the Alumni Association and a few others connected with the schools. President of the School Board John K. Wildman was elected chairman and Miss Louise D. Baggs, secretary. Several addresses were made and a number of letters from prominent educators read, all of which bore testimony to her fidelity. Suitable and appropriate resolutions were also adopted. Ex-County Superintendent W. W. Woodruff, of West Chester, Pa., in closing his letter of eulogy, said:

"Somewhere, I cannot tell you where, you will find these lines, as nearly as I can recall them:

Were a star quenched on high,
For ages would its light,
Still streaming downward from the sky,
Fall on our mortal sight.

So when a good man dies,
For years beyond our ken,
The light he leaves behind him lies
Upon the paths of men.

"This applies to our dear friend who has left us, and for a generation to come, Bristol will feel the influence of her life."

Miss Louise D. Baggs Elected Superintendent.—A meeting of the Bristol School Board was held on April 26, 1897, for the purpose of electing a Borough Superintendent of Schools to fill the vacancy occasioned by the death of Miss Matilda S. Booz. All the directors were in attendance, twelve in number. On the first ballot Miss Louise D. Baggs was elected, receiving the unanimous vote of the board. It was a marked indication of the recognition of her merits by those who are qualified to judge. Miss Baggs is a graduate of the Philadelphia Normal School of the class of 1880. She taught seven years before she was chosen, in 1892, as Principal of the Bristol High School, and during her five years of active service in that position, she gave entire satisfaction as an earnest and competent instructor. She is well fitted for the office of superintendent, having fine intellectual ability, a high grade of scholarship, and admirable personal qualities. She is still occupying the position (1911), and the progress which the schools have made during her incumbency, is a splendid testimony to her qualification and competency.

Revolutionary Skeletons Unearthed—1903.—While the sexton of St. James' Protestant Episcopal Burying Ground, at Bristol, was digging a grave, he unearthed portions of several skeletons. Lying among the bones were a number of brass buttons of different varieties, such as were worn by British and American soldiers during the Revolution. One of the buttons bore a representation of a crowned head, surrounded by a wreath of laurel. Above this was the inscription, "Georgius III, Rex, Dei Gratia," and underneath the date, 1774. The present site of St. James' burying ground was used in the past century as a temporary resting place for the victims of the Revolutionary battles. Several years ago a number of other mementoes of these long forgotten heroes were dug up in the same place. Charles Foster, of Bristol, at that time secured a piece of red cloth in a good state of preservation, which was part of the coat of a British soldier.



MISS LOUISE D. BAGGS,
Superintendent Bristol Public Schools.

B. Franklin Gilkeson.—The late Benjamin Franklin Gilkeson, for many years one of the leading attorneys of the Bucks County bar, and prominently identified with the political affairs of his native county, was born in Bristol, Bucks County, August 23, 1842, and spent his whole life here.

His grandfather, Andrew W. Gilkeson, Esq., was born in Montgomery County, but was of Bucks County ancestors, and spent most of his life in this county. His father, also named Andrew, was a lieutenant-colonel in the War of 1812, and prominently identified with the volunteer militia in the years immediately following the second war with Great Britain, and the family were among the early settlers of Pennsylvania. Andrew W. Gilkeson was a prominent attorney, being admitted to the Bucks County Bar April 29, 1840, and practicing for many years at Bristol. He took an active interest in the affairs of the county, and filled the office of prothonotary of the county for the term of 1854-7. He married Margaret M. Kinsey, of that borough, whose ancestors were among the early English settlers in Bucks County, her great-great-grandfather, Samuel Kinsey, having settled in Bristol Township in 1728. Andrew and Margaret M. (Kinsey) Gilkeson were the parents of four children, of whom Benjamin Franklin was the eldest and the late A. Weir Gilkeson, also a prominent attorney of Bristol, was the youngest.

Benjamin F. Gilkeson was educated in the graded schools of Bristol and at the Academy of Hartsville. He studied law with the late Anthony Swain, of Bristol, and was admitted to the bar February 2, 1864, and at once engaged in practice at Bristol. Possessed of more than ordinary ability in the line of his profession, an earnest and careful student, his unflagging and indomitable will soon brought him to the front, and for twenty-five years prior to his death, which occurred in 1903, he was the leader of the Bucks County Bar, and represented vast corporate interests both in the county and elsewhere. Soon after his admission to the bar, he launched into the political arena, and was a prominent figure in the political councils of the county and state for many years. Reared

in the Democratic faith, he was an early convert to the principles of the Republican party, and was for several years a colleague of Hon. Caleb N. Taylor, at that period a potent political factor in Bucks County and twice her Representative in Congress.

Taylor and Gilkeson later became estranged, and the rising young attorney became the recognized leader of his party in the county, and held that position in local and State politics for many years. He served as the representative of his county in many State, National and Congressional conventions and also in the State Committee, of which he was for some years chairman.

He was intimately associated with the leading statesmen and politicians of his day, serving in the cabinet of Governor Daniel H. Hastings as commissioner of banking, and taking an active part in State affairs for many years.

He was second controller of the United States Treasury during the administration of President Harrison, and made an excellent record. He was prominent in the Masonic fraternity, and served as district deputy grand master for Bucks and Montgomery Counties. He was one of the trustees of the State Lunatic Asylum at Norristown, and held many other positions of trust and honor.

Mr. Gilkeson was twice married; first in 1870, to Charlotte B. Jones, daughter of George B. Jones, of Pittsburg. She died in 1872, and he married (second), in 1874, Helen E. Pike, daughter of Samuel Pike, of Bristol, and they were the parents of three children: Franklin, a member of the Bucks County Bar, and of the firm of Gilkeson & James, and two daughters, Helen and Ethel. (Davis' History of Bucks County.)

Death of John K. Wildman.—On Monday morning, March 21, 1905, the community was startled by the report of the death of John K. Wildman. The deceased was a highly respected citizen and for eighteen years had held the position of president of the local school board. He was affable in his manner, devoted to his work in connection with the schools, and many a boy and girl

received from him inspiration and encouragement, which proved of inestimable value to them in after life. As an illustration of his kindly qualities, on one occasion, after a young lady had graduated from the schools, he taught her stenography, giving his services gratuitously, and when his pupil became proficient, secured for her a position and later obtained an advance in her wages. Under his careful attention the schools advanced to a lofty state of efficiency and usefulness. It was under his administration that the present high school was established. It was his great ambition to build up a strong public school library. He loved good books and his intense desire to cultivate a similar taste among the boys and girls of our town, guided him always in the selection of books for the school library, which he started, and which at the time of his death numbered over 600 volumes. He was known by all the pupils for he frequently visited the schools, and always had a few words for the children, praising what he knew to be good and encouraging honest effort, so that even the little ones felt free to speak to him by name when they met him on the street. He also took an active interest in town affairs and for several years was president of the Bristol Public Library. He was a Republican in politics and was generally called upon to preside over public meetings held under the auspices of his party. The funeral services were held on the Thursday afternoon following his death, when the relatives and friends of the deceased were present in large numbers. The school board delegated Director Doron Green to deliver an eulogy at the funeral, which duty was performed. On the following morning, in the presence of the immediate family and members of the school board, who acted as pall bearers, the body was interred in the Bristol Cemetery. William C. Peirce, a close friend of the deceased, read a chapter from the Bible and with sorrowing hearts, the directors lowered the body of their friend and companion down into his last resting place.

On Friday evening, a public memorial service was held in the assembly room of the high school building, at which time a large number of men, women and school children gathered to pay their respects to the memory of

one whom they all loved, and one who had unselfishly given his time and talents to the upbuilding of the public school system of the borough. Director Green was called upon to preside, after which eulogistic addresses were made by Miss Louise D. Baggs, Superintendent; John C. Maule, Charles E. Scott, W. F. Leedom, Howard I. James, Esq., Joseph R. Grundy, John C. Stuckert, John Angus. Resolutions of sympathy were adopted and subsequently the school board placed a memorial tablet, dedicated to the memory of the deceased, on the wall in the front vestibule of the high school building.

Bristol Lodge, No. 970 B. P. O. Elks.—Bristol Lodge, No. 970, Benevolent and Protective Order of Elks, was instituted May 25, 1905. Its first officers were as follows: Exalted Ruler, John J. Kilcoyne; Esteemed Leading Knight, Lewis T. Rodan; Esteemed Loyal Knight, Frank T. Chambers; Esteemed Lecturing Knight, Wm. V. Leech; Secretary, Doron Green; Treasurer, Wm. K. Highland; Tyler, E. W. Minster; Trustees, Howard I. James, Esq., Wm. B. Rogers, Jr., and John J. Tyrol. Three years after the organization of the lodge, the building at the corner of Radcliffe and Walnut Streets, known as the Beaver Meadow House, was purchased for \$6,500, and opened as an Elks' Home.

The corner stone of the new home was laid with appropriate ceremonies on Saturday afternoon, June 25, 1910, at 2 o'clock. The exercises were in charge of Past Exalted Ruler Howard I. James, Esq. The members met in their lodge room in the post office building and marched in a body to the site where the building was in the course of construction. Prayer was offered by the chaplain, after which the Secretary read the list of articles which had been placed in the corner stone. They consisted of the following: Copy of Grand Lodge Laws; copy of By-Laws of the Bristol Lodge; a list of the grand officers and local officers; copies of the local papers; a description of the old home and of the new home; a small silk American flag; several old coins and a poem dedicated to the Elks. Mr. James then received a silver vessel filled with water and sprinkled the stone, repeating at the

same time the words of the ritual. The chairman of the building committee, James Mooney, handed the trowel and mortar to Mr. James, who set the stone in position and then declared it to have been laid according to the rules and ceremonies of the order. The chaplain led in prayer and after a short address by Mr. James, the exercises closed by the members singing the lodge ode.



HOME OF BRISTOL LODGE, NO. 970, B. P. O. E.

The dedication of the home took place on Saturday afternoon, March 4, 1911, at 4 o'clock. The exercises, which were private, were held in the lodge room, in the presence of a large number of members. Eloquent addresses were delivered by Past Exalted Ruler Howard I.

James, Captain John Jack, of Oregon Lodge and others. The new building is three stories high at the front and four stories at the rear. Up to the second story the material used in construction is gray stone and the balance of brick. The style of architecture is modified colonial, with a "hip" roof. The building has a frontage of forty-four feet and extends to the rear seventy feet. At the rear of the building is a double-decked porch twelve feet wide, of pretty design. Under the basement is a cellar for the boiler and storage of coal. The basement is fitted up as a rathskeller. The first floor contains a large lobby, from which stairways lead to the upper floors and to the rathskeller. Next to the lobby, opening into the main corridor, are two rooms, the one on the left being used as a parlor and the other as a card room. The corridor connects in the rear with a large pool room. The second floor contains an auditorium with stage, and will be used for social sessions and other functions. Commodious cloak rooms have been placed on this floor. The third story is used exclusively for lodge purposes. The hip roof affords a high ceiling, which is dome shaped. There is also two ante rooms on this floor. Three of the floors are supplied with lavatories and on the second floor is a bathroom fitted with tub, shower bath and stationary washstand. The building is lighted with gas and electricity, heated with steam and elaborately furnished from top to bottom. It is a handsome structure, and one that not only adds to the beauty of the locality in which it is erected, but is one of the attractive structures of the town.

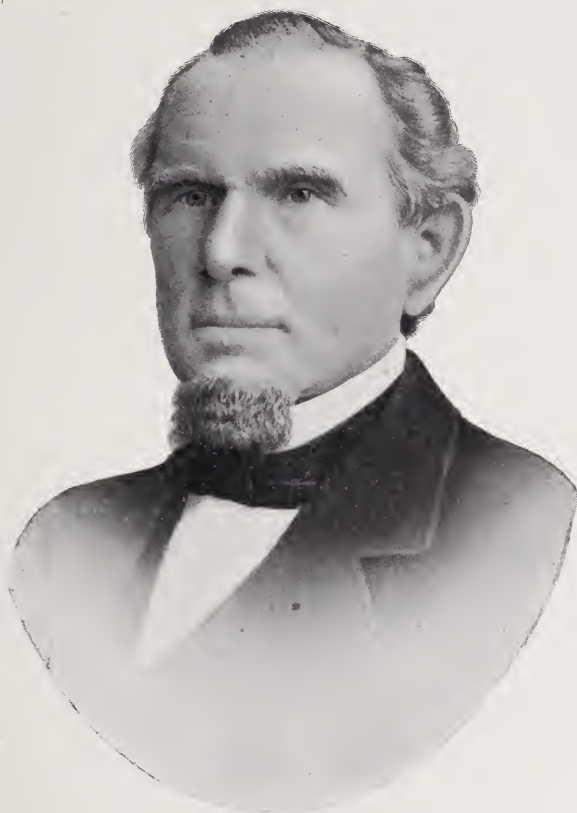
The building was designed by Architect C. J. Brooke, of Philadelphia. The contractor was C. F. Bachman, of Camden. Peirce & Williams furnished the woodwork, L. T. Rodman did the plumbing, and the heating plant was installed by S. B. Ardrey & Sons. The Building Committee of Bristol Lodge of Elks consisted of James L. Mooney, C. L. Anderson and Doron Green. The cost of the building independent of the lighting and heating, was \$12,800. The total cost, including furniture, was about \$24,000.

The Italian Presbyterian Evangelical Mission.—The Italian Evangelical Mission was organized in June, 1905, in the audience room of the old Presbyterian Church, with Rev. Francis J. Panelta, missionary in charge. During its first year, twelve men professed their faith in Christ, according to the Evangelical doctrines. After two years, Rev. Panelta resigned and was succeeded by Henry C. Sartorio. During the summer of 1907, street services were held on Sunday afternoons in the Italian district and in the summers of 1908 and 1909, a tent was secured and very successful Evangelistic services were held. The Sunday School was organized in June, 1909. On December 18, 1910, the new church building at the corner of Wood Street and Lincoln Avenue was dedicated. Rev. Sartorio, whose ordination to the ministry occurred in the Presbyterian Church, in 1909, resigned in the fall of 1910. His successor was Rev. Nicola Mucci, the present pastor. At present the church roll contains the names of fifty communicants, although a few have recently removed from town.

Death of Hon. William Kinsey.—August 9, 1895, after a long and active career, the Hon. William Kinsey departed from this life, in the 92d year of his age. Mr. Kinsey was prominent in Methodist circles and one of the best known laymen in the Philadelphia Conference. His grandparents were among the early members, awakened by the preaching of Captain Webb, in 1771 and 1777. In 1828, Mr. Kinsey was converted and joined the Bristol Church. He was made an exhorter in 1828. For over fifty years he was a trustee, and at the time of his death he had been president of the board many years. He was a great promoter of the new church enterprise, but died just ten days before the ground was broken for the new edifice. At his death he bequeathed his fortune to his two surviving daughters, Lizzie and Caroline. Upon the death of Miss Caroline, the last member of the Kinsey family, the bulk of the fortune, amounting to about \$35,000, was bequeathed to the Bristol Methodist Church. It was this legacy which enabled the Methodist Congregation to cancel the mortgage indebtedness on their

church property and set aside \$10,000, which is now invested in good securities.

Wm. Kinsey was a descendant of one of the earliest settlers of this state. The family was early divided into two branches; one engaged in iron-working and the other as workers in leather. Of the former branch were the ancestors of our subject, and several of them were in the Revolutionary War. The first to settle in Bristol was Samuel, the son of a cotton manufacturer of Birmingham, England, who came here in 1728. He was a farmer. His son was the great-grandfather of our subject and was born in 1755. All of the family since then have been born here. William was born in November, 1804. His early education was limited, but he had been a constant reader. He worked in a cotton mill for a short time, but early in life learned the trade of a blacksmith, which he followed until 1850. Afterward he engaged in iron manufacturing for several years, subsequently dealing in real estate, acting as auctioneer, etc. In 1829 he was married to Mary, daughter of Richard Gosline, whose family have been residents of Bucks County for three generations. Their children were Mary Anna, Caroline, Elizabeth, Margaret, Fanny and Samuel, who was a graduate of West Point. Mr. Kinsey held many public positions. In 1829 he was elected high constable, serving six years; in 1836 chief burgess, holding the position for seven years; and in 1837, school director, serving twenty-four years. In 1842 he was appointed assignee in bankruptcy for the county, and in March, 1845, was appointed postmaster, filling that office for four years. In 1850, he was elected justice of the peace for five years. As assignee, executor and administrator he settled about fifty estates. In 1862 he was elected to the State Senate for a term of three years, and proved himself an able speaker on the floor, besides serving on the committees of education, agriculture, domestic manufacture, etc. On the call for troops to defend the State invasion, he assisted in raising a company and went into the service, receiving an honorable discharge at the close of his term. He was a frequent contributor to the newspapers and to local history. In politics he was a Democrat and at the time of his death was the oldest Free Mason in Bristol.



HON. WILLIAM KINSEY.

St. Ann's Italian Roman Catholic Church.—The Italian residents of Bristol for a number of years communed at St. Mark's Roman Catholic Church. Attracted by the opportunities offered of finding employment in the mills, their number steadily increased. During the period following the year 1900, the number of Italian residents reached such proportions that a church of their own became a necessity. The Bishop accordingly sent Rev. Father Paul Gentile to Bristol in December, 1905, to take up the work of providing a church home for the people of his nationality. Father Gentile came here from Lansford, Pa., having built an Italian Catholic Church at Nesquehoning, Pa. He was admirably adapted to the work, affable and with an abundance of energy, calculated to push the project through to a successful completion. The first services were held in the parlor of the present rectory in April, 1906, when the congregation consisted of 175 families. The corner stone of the church building at Dorrance and Pond Streets was laid March 17, 1908, and the building blessed, September 29, 1908. Only the basement was completed and in this the congregation has since worshipped. Father Gentile had perfected his plans for building the upper story of his church last fall (1910). It was to have been of brown stone to match the basement. The main entrance was to be on Dorrance Street, while in the rear a tower fifty-five feet high was to have been built. The style of architecture was Roman and several friends of the church had promised to donate stained glass windows. A part of Father Gentile's plan provided for the opening of a Sunday School and a day school in the basement and two sisters were to instruct the children in the Italian and English languages. But just on the eve of the fulfillment of his plans, Father Gentile was removed to another diocese and the great work which he had projected is now held in abeyance. Father Gentile was succeeded by the Rev. Father Anthony Orlando, the present rector.

The Grundy Medal.—During the latter part of the school year ending with June, 1906, Joseph R. Grundy presented to the Bristol Public School Board a \$500 bond,

the interest from which was to be applied to the purchasing of a suitable medal to be contested for by the pupils in the high school. The donor refusing to allow the medal to bear his name, it was decided by the board to name it in honor of his father, the late Wm. H. Grundy. The medal is presented upon the basis of the full four years' course. The medal of 1906 was won by Miss Sara McNally, for having attained the highest average in the final examination of that year. Miss Esther L. Daniels was awarded the medal of 1907, upon the basis of efficiency in the last year's work in the high school. The medal of 1908 was won by Miss Ethel M. Townsend as a reward for efficiency in the last two years' work of the high school. The medal of 1909, which was the first to be presented upon the basis of the full three years' course, was won by Miss Helen C. Randall. Miss Marion Dungan won the medal of 1910, her average for the three years being 96.02 per cent., which is the highest on record ever having been attained by a pupil in the Bristol High School.

Miss Eunice Williams made an average of 97.00 per cent. during her last year in the high school (1910), which is the highest record for a single year's work. In 1906, Miss Helma Stout was only three one-hundredths of one per cent. below Miss McNally, in the contest for the medal, and in 1909, Louis S. Weik finished a close second, being but 1.14 per cent. below the average attained by Miss Randall. In each of the three instances, the contestants were rewarded for their efficiency by receiving special prizes awarded by the president of the board, William V. Leech. Beginning with this year (1910), a four years' course has been introduced into the high school, and in consequence the medals of the future will be awarded upon the basis of four years' work.

Jefferson Avenue School House.—With the beginning of the year 1908, the proposition of providing accommodations for the large influx of children, confronted the town. For five years the board had held back the question of building, hoping that the issue of bonds covering the

cost of the high school building might be very largely paid off, before entering into a new indebtedness. But with the opening of the year the board realized that the question must be met. Most careful consideration of the proposition was given. If a new building was to be erected, accommodations must be provided for the children who occupied the rented building on Cedar Street, as well as for the extra children at the Bath and Washington Street buildings. This meant that the exigencies of the present demanded the immediate occupancy of four rooms. The question of remodeling the Washington Street school house and erecting an addition, containing two extra rooms was first considered. It meant the purchasing of



JEFFERSON AVENUE PUBLIC SCHOOL.

several properties on Washington Street, adjoining the school grounds, and when the cost was considered as well as the proposition being only a partial solution of the problem, the proposition was rejected by the board as unfeasible. An addition to the high school would also have only have afforded temporary relief and left the future with no opportunity for development. To add to the discomfiture of the board, the attendance in the high

school increased from thirty-five to fifty pupils and the need of less circumscribed environments became apparent. Thus, the proposition of building a new school house forced itself upon the board as the only proper method of disposing of the question. Eighteen architects entered competitive drawings for the new school house. Two or three evenings were taken up with the consideration of the plans, and finally those of Heacock & Hokanson, of Philadelphia, were accepted. The plans provided for an eight-room building with basement auditorium. The lot at the corner of Jefferson Avenue and Pond Street had previously been purchased of John Praull, of Philadelphia, for \$4,200. The contract for building the school house was awarded to John N. De-Groot, his bid being \$22,000, and work was begun immediately.

The corner stone was laid on Tuesday afternoon, September 15, 1908, at 2.30 o'clock, in the presence of a large crowd of people. The pupils of the high school, grammar and secondary grades, numbering about 500 in all, met at the high school building and paraded from there to the site upon which the new school building was to be erected. The line was formed as follows: Chief of police and four officers; Metropolitan Band, of Burlington; members of school board and town council; members of Alumni Association. Then followed the scholars and teachers of the various grades. All the scholars carried small American flags. The line moved out Mulberry Street to Radcliffe Street, to Jefferson Avenue, and thence along the latter avenue to the new building. Seats had been provided for the teachers and scholars and a platform erected for the speakers. President W. V. Leech acted as chairman and announced the numbers on the program. Several patriotic selections were sung by the pupils and prayer was offered by Rev. J. Kennedy Moorhouse, rector of St. Paul's P. E. Church. Burgess W. K. Highland, a graduate of the Bristol High School, delivered an address. James H. Brooks, class of 1889, represented the High School Alumni Association and made a speech. Two essays were read, one entitled, "Old Time Schools," by Miss Vera Vansant, and the other,

"Past and Present," by Miss Helen Randall, both young ladies being members of the class of 1909. The last address was made by Director Doron Green, chairman of the building committee. The copper box in the corner stone contained the following articles: Holy Bible; names of Burgess and Town Council; names of School Board and various committees for school year 1908-1909; list of superintendent and teachers; complete list of all the scholars enrolled in the public schools of Bristol; list of the officers and members of the High School Alumni Association; postal card views of High School building, old building Wood Street, Bath Street building, Washington Street building, old school building on Otter Street, now Mohican Hall; Radcliffe Street, Mill Street, Ferry Boat Wm. E. Doron; Alumni badge; Swastika emblem; Pennsylvania School Journal, August, 1908; brief description of Bristol as it is today; copy of Bucks County Gazette, September 11, 1908; copy of Weekly Courier, September 10, 1908; copy of Weekly Courier containing account of commencement exercises, June, 1908; copy of Daily Republican, September 15, 1908; coins presented by Farmers' National Bank, to wit: half dollar, 1908 issue; quarter dollar, 1908 issue; dime, 1909 issue; nickel, 1908 issue; penny, 1908 issue; brief description of architectural firm of Heacock & Hokanson; brief description of the builder, John N. DeGroot; program of ceremonies. After the articles had all been deposited in the box the superintendent of the schools, Miss Louise D. Baggs, stepped forward and covered all with a small silk American flag. The band played the Star Spangled Banner, and the children rose to their feet, cheering loudly and waving their flags. The corner stone was laid by W. V. Leech, the president of the board, who spoke briefly. The exercises closed with the benediction by Rev. C. E. Burns, D. D., of the Presbyterian Church.

The building was dedicated on Monday evening, May 24, 1909, with appropriate ceremonies. The exercises were held in the auditorium. Prayer was offered by Rev. S. W. Gehrett, D. D., of the M. E. Church. An address was delivered by Charles Heber Clark, Esq., of Philadelphia. Director Doron Green, chairman of the building

committee, turned the building over to the school board, in a short address, and the keys were accepted by President Leech. The dedicatory prayer was made by Rev. J. K. Moorhouse, rector of St. Paul's P. E. Church, after which President Leech, formally dedicated the building for school purposes. The benediction was pronounced by Dr. C. E. Burns, of the Presbyterian Church.

On Tuesday afternoon the scholars had their part in the ceremonies. They met at the high school building and marched in a body to the new building. The magnificent flag pole which stands on the front lawn, being 100 feet from base to the ball on top, was formally presented as a gift from the Graduating Class of 1909. The presentation was made by Ellwood Wright, a member of the class. A handsome flag, $12\frac{1}{2}$ by 24 feet, was also presented to the school as a gift from the pupils in the grammar, secondary and primary grades. Lawrence McCoy, a pupil in the ninth grade, made the presentation speech. The pole and flag were accepted by Director Doron Green, in behalf of the board. When the flag was unfurled a salute was fired by the firing squad of Henry Clay Beatty Post, No. 73, G. A. R. Following the outdoor exercises, the pupils assembled in the auditorium of the new building and rendered a most excellent program. Addresses were made by Rev. S. W. Gehrett, D. D., and Professor J. G. Krichbaum, a former principal of the Bristol High School. At the close of the exercises, James Brooks, of the class of 1889, presented the school board, in behalf of the Alumni Association, with eight handsome oxford teachers' Bibles, for use in the building. On Tuesday evening a parents' meeting was held. Addresses were made by Superintendent Louise D. Baggs; Franklin Spencer Edmunds, Esq., of Philadelphia; Professor J. G. Krichbaum, of Woodbury, Pa.; and President W. V. Leech.

The exercises came to a brilliant close on Wednesday evening, when the president, W. V. Leech, gave a reception and banquet in the school auditorium to those occupying official positions in the life of the borough. Among the invited guests were the members of the school board, their wives; the superintendent and teachers of the

schools, members of town council, the burgess, members of the board of health, ministers of the churches, officers of the Alumni Association, representatives of the local papers, the architects who planned the building, the builder, and a number of educational men throughout the county. There were in all about 150 guests. President Leech acted as toastmaster and toasts were responded to as follows: "Views on Our County Public School System," Judge Mahlon H. Stout; "Our Local Schools," Superintendent Louise D. Baggs; "Reminiscences of an ex-Director," Burgess Henry E. Ancker; "A Business Man's Opinion of Our Schools," Joseph R. Grundy, manufacturer; "A Few Facts," Director Doron Green; "Education in Bucks County," County Superintendent J. H. Hoffman; "Necessity of Friendly Intercourse Among Directors in the County," Lewis C. Wettling, of Newtown; "Impressions I Have Formed of the Local Schools," Rev. J. K. Moorhouse; "A Neighborly Greeting," Dr. A. N. Baggs, president of Abbington School Board; "The Church's Relation to the Schools," Rev. C. E. Burns, D. D.; "Old Time School Days," Charles E. Scott, cashier Farmers' National Bank; "Efficiency of Our Local Schools," Dr. S. W. Gehrett; "Impressions of Bristol," Joseph L. Heacock, architect; "The Citizens' Duty to Our Schools," Howard I. James, Esq.; "The High School Alumni," James H. Brooks.

The new school building stands upon a knoll at the intersection of Jefferson Avenue and Pond Street. Simplicity is represented in its construction, but the architects have so drawn the lines of the building and taken advantage of the natural contour of the ground, that the building itself stands as a monument of beauty. Its very plainness and simplicity adds to its charm and appearance. It contains eight class rooms of the regulation size, 28 by 32 feet. Each room contains eight windows. A large cloak room is connected with each class room, which is adequately lighted and heated. Teachers' closets are placed in the cloak rooms, with accommodations for a large number of books and necessary supplies. All the rooms are equipped with slate blackboards 3½ feet wide. The furniture is of cherry. Each room, with the excep-

tion of the two lowest primary grades, contain forty-eight desks and seats and a teacher's desk of the same material. In the two lowest primary grades, accommodations have been provided for fifty-six pupils in each room. One-third of the desks in each room are adjustable, the board having figured that two-thirds of the pupils run uniform in size, while the other third is out of proportion.

The auditorium has been placed in the basement on the Pond Street side, this arrangement being made possible by reason of the natural slope of the ground. The room is $36\frac{1}{2}$ feet wide by $56\frac{1}{2}$ feet long and will seat 400 persons. Large wide stairways lead down to the auditorium from the upper floors, while an entrance on Pond Street will permit the use of the room for evening entertainments without the necessity of passing through the school building. In the basement are also situated the boys' and girls' laboratories and toilet rooms, and the boiler room and coal bin. The room containing the boiler has a ceiling of reinforced concrete, a floor of the same material and brick walls, the door being of fireproof construction, making the room absolutely fireproof. A janitor's entrance in the basement, under the front entrance, makes it possible to enter the boiler room without going through the building.

The ventilating system is elaborate and efficient. The fresh air is brought into the basement through a large sheet iron conduit, passed over aspirating coils in the basement, heated and distributed to the different rooms, where it enters as warm fresh air. Large registers set in the walls, about eight feet above the floor, regulate the supply of fresh air for each room. These registers are operated by the teachers. In all the rooms, just above the washboards, are large foul air registers. The foul air conduits are connected with a central ventilator on the roof. A large aspirating coil below the roof causes a constant circulation in the conduits, which draws the foul air from the different rooms. The building is heated by direct radiation, an adequate number of wall radiators being installed in each room.

Another feature of interest are the hygenic drinking fountains, installed on each floor. No cups are required,

the children simply placing their mouths over a tiny stream which shoots up from the fountains. At the head of the stairs on the top floor has been placed a teachers' room. It is equipped with a sanitary couch, to be used when pupils are taken sick, a ladies' writing desk, laboratory and toilet room. The building is lighted with gas and electric lights.

The grounds surrounding the building are beautifully and artistically laid out. The front lawn slopes gently down to the main entrance, where a green terrace and handsome entrance steps and gates give a charm to the picture, which holds the admiration of the spectator. An iron fence surrounds the grounds on Jefferson Avenue and Pond Street, and another iron fence of different pattern divides the boys' and girls' play grounds. A rear entrance off Pond Street permits the children to enter the play grounds, without passing through the building. A wide concrete walk leads up the front lawn from the entrance gates and another walk leads to the janitor's entrance. The entrance to auditorium on Pond Street is of a pretty design. The main posts contain electric lamps, which greatly enhance its beauty when illuminated at night.

The architectural firm which supplied the plans and superintended the construction of the building, was Heacock & Hokanson, of Philadelphia. Lewis T. Rodan was the successful bidder for installing the heating and ventilating system. His price was \$4,001. The woodwork was furnished by Peirce & Williams and represents a class of high grade workmanship. The furniture was purchased from the New Jersey School and Church Furniture Company, of Trenton, N. J., and the blackboards from the Slatington-Bangor State Syndicate, Slatington, Pa. The cement used in the construction of the building was purchased direct from the manufacturer, at a saving of several hundred dollars to the board. The total cost of the building including ground and all the furnishing, was \$38,711.07.

The Property Committee, which had charge of the work, consisted of Doron Green, William H. Booz and Edward Swain. The president of the board, W. V. Leech,

acted in conjunction with the committee, his position making him an ex-officio member. The Supply Committee, which purchased the furniture, consisted of Jacob Young, E. H. Foster, Dr. W. C. Le Compte and Doron Green. The board issued bonds to the amount of \$38,000. Following is an itemized account showing the entire cost of the building:

Building Account.

Jefferson Avenue Property.

Amount realized from sale of Bonds.....	\$38,186	25
Interest on above until used.....		594 55
		<hr/>
Total amount.	\$38,780	80
Cost of Ground, Interest, Taxes and Improvements.	\$4,556	14
J. N. De Groot, Contractor.....	21,979	84
L. T. Rodan, Heating & Ventilating	4,001	00
Architect's Fees.	1,506	47
Cement.	1,179	91
Furniture.....	2,445	60
Outside Mason Work.....	1,060	00
Counsel Fees and Expenses of Bond Issue.....	368	54
Iron Fence.	590	00
Wood Fence.....	123	14
Grading and Hauling.....	328	23
Blackboards.	178	58
Electric Work and Fixtures.....	187	47
Bricks for Pavement.	131	15
Insurance.	75	00
		<hr/>
	38,711	07
Balance carried to General Account, 1909.....	\$69	73

Governor Edwin S. Stuart, of Pennsylvania, Visits Bristol.—Governor Edwin S. Stuart was the principal speaker at the Bristol High School commencement, held in the M. E. Church, Friday evening, June 4, 1909. Mr. Stuart was greeted so enthusiastically upon his arrival in the town, that he said the event would ever remain fresh in his memory. Long before 5.32 o'clock, the time scheduled for the Governor's arrival, a large crowd assembled at the station. A delegation of several hundred public school children, led by the drummer boys of the schools, marched from the high school building to the depot. Each child carried an American flag and all were

trembling with suppressed excitement. The Governor stepped from the train into the midst of the shouting and jubilant youngsters. Before leaving the depot the children sang several patriotic songs and Mr. Stuart made a short speech, expressing his surprise at the cordial greeting he received and his admiration for the patriotic fervor shown by the children. The children then escorted Governor Stuart to the residence of Joseph R. Grundy, on the river bank, where a reception was tendered him at 6.30 o'clock. About one hundred and fifty persons were present. The guests included the members of the public school board, town council, those at the head of the financial and commercial interests of the town and other prominent men in the borough and county. When the Governor entered the church where the commencement was held he was greeted with hearty and prolonged applause. His address was interesting, and listened to with close attention by the large audience, which filled the building to overflowing. At the close of his address he received a long and continued ovation. A pleasant feature of the occasion was the action of the Governor in consenting to pin the "Grundy" medal upon the winner, who was Miss Helen C. Randall.

Maggie Winder, a Phenomenal Pacing Filly.—Maggie Winder, bay filly, by Oratorio, 2.13, owned by Jacob Winder, of Bristol, was the most phenomenal pacing filly of the season of 1909. In the history of harness racing no other filly has the credit the first year of her career as a 3-year-old, of establishing four world's records, winning four three-year-old futurities, a stake event and one purse race in six starts. She never lost a heat or was headed after being given the word, and never made a misstep or a break in her races.

Breeders have spent thousands of dollars and a lifetime to breed a futurity winner, many failing in their efforts and only a few succeeding, but the owner of Maggie Winder, accomplished on his first real horse purchase what others have failed to do after many attempts.

Mr. Winder came by a world's champion filly in a rather peculiar manner. Through a desire to purchase a

driving horse for his wife, Mrs. Margaret Winder, Mr. Winder looked through a horse sale catalogue and saw the name of a mare, Clara Direct. Pleased by the name, he bought the mare through Henry Jones, of Caveland Farm, Kentucky, who has acted as his trainer since. It was not until her foal was a year old that Mr. Winder saw the mare or the filly, and then he named the future record breaker Maggie Winder, in honor of his wife.

Maggie Winder showed trotting ability in her younger days, developing her pacing proclivities later. While she



MAGGIE WINDER. TIME, 2.06 $\frac{1}{4}$.

was working in her two-year-old form the filly was fitted with toe weights to increase her stride. She suddenly began pacing and was driven at 2.11 $\frac{3}{4}$ at that gait. Mr. Jones, finding she went more easily that way and seeing that her speed was increasing, laid her up with the idea of having her in championship form at three years old.

Maggie Winder was first started on her career at Lexington, Ky., on August 13, 1909, in the 2.20 class at the Blue Grass Fair, with horses of four years and upwards, including Pickles 4, by Billy Sayre, a horse that had

paced at 2.11½ at Danville the week previous. The others were Sport of the Times, by Ashland Wilkes; Juno, by Jay Morse; Kitty Gray and Agnes Forest. Maggie Winder won straight away in 2.08¼, 2.09, setting a new world's record for three-year-old pacing fillies, the former mark, 2.08 2-3 having been held by Brenda Yorke, by Moko, made in 1906.

Her next start was at Readville in the American Horse Breeders' Futurity, at \$2,000 stake, in which she won at 2.12¾, 2.12¼, beating Miss Eva Wilkes and Lacopia. She was shipped on a 1,100-mile trip to Indianapolis, starting on September 6, three days afterwards, in the Western Horseman's Futurity, \$2,000, against Dean Patch, by Norchen, Dell Patch, Alma Rex, Huxley, Thelma C., and Opal Royal, and distanced all but Dean Patch in the first heat in 2.06½, having a jog to win in the second heat in 2.12.

Four days afterwards she won a \$600 stake at the same track in 2.15½, from Miss Eva Wilkes, Gagan and Alma Rex, the last named being distanced in the first heat, making her winning \$360 first and fourth moneys.

Maggie Winder's next start was at Columbus, Ohio, on September 22, when she won the Kentucky Stock Farm Futurity in 2.09¾, 2.08½, defeating Capitola, a half sister by Oratorio; Miss Eva Wilkes, by Glenco Wilkes, Dixie Parole, by Parole, who had shown 2.10 speed in her work and The Philistine by Direct Hal. who was credited with a trial in 2.07¼.

She concluded the season at Lexington on October 7, by winning the Kentucky Futurity, getting first and fourth money of the \$2,000 purse and reducing her record of 2.06½, made at Indianapolis, to 2.06¼, in the third heat. The time for the three heats, 2.08¾, 2.09½, 2.06¼, constitute a world's record for three-year-old pacing fillies. In her thirteen heats paced during the season, she averaged 2.10.30 10-13 and her winnings for the season were \$5,120.

During the season 1910, Mr. Winder kept his horse out of all events, as it was a hard year for the filly, and he and Mr. Jones considered it best not to push her. As this history is going to press, Mr. Winder is staking the

horse for the 1911 season of which nothing can as yet be said, except that greater things still are expected of Maggie Winder. (Contributed by Leo. Pollock, News Editor, Bristol Daily Courier.)

Lincoln Centennial Anniversary.—What was perhaps the greatest patriotic gathering ever seen in Bristol, assembled in the Colonial Theatre on Friday evening, February 12, 1909, to witness the celebration of the one hundredth anniversary of the birth of Abraham Lincoln, by the pupils of the high school and grammar grades of our local public schools. On the stage were seated the board of school directors, teachers, members of town council, Alumni Association and the veterans of Henry Clay Beatty Post No. 73, G. A. R., the latter being the guests of the children. As the members of the Post marched down the aisle the children gave them a rousing reception, waving their flags and singing "Marching Through Georgia." The boys in the school contributed the program with one exception. George Smith, a pupil in the high school, made the address of welcome. Introductory remarks by the chairman, Doron Green, followed, and Charles E. Scott, cashier of the Farmers' National Bank and a member of Henry Clay Beatty Post No. 73, delivered an address. Rev. S. W. Gehrett, D. D., the pastor of the Bristol M. E. Church, was the last speaker. During the day appropriate exercises were held in the primary grade departments, the entertainments being attended by the members of the school board and the G. A. R. The whole day's proceedings were marked with great enthusiasm.

Memorial Tablet Unveiled By Children.—One of the most impressive services ever participated in by the public school children of Bristol, was held in the auditorium of the Jefferson Avenue school building on Tuesday morning, March 15, 1910, in connection with the unveiling of the memorial tablet commemorating the memory of the late William H. Grundy. The tablet had been placed in the building by the school board as a mark of appreciation for the kindness of Mrs. Grundy in presenting to the

board the sum of \$4,200 in memory of her husband, which was the amount paid for the ground upon which the new school building has been erected. At the banquet held in the building the May previous, during the dedication exercises, Mr. Joseph R. Grundy, when making the presentation, said the gift was made as a memorial to his father, because the ground upon which the building stands was the family's first home in Bristol.

The children of the seven departments assembled in the auditorium at 9 o'clock. On the platform were seated President of the Board William V. Leech; directors William Booz, Dr. W. C. LeCompte, Doron Green and the superintendent of the schools, Miss Louise D. Baggs. The exercises were entirely informal. The children sang Tennyson's beautiful composition "Crossing the Bar," after which they recited in concert the Twenty-third Psalm and the Lord's Prayer. Another selection entitled "Lend a Helping Hand," was then sung and at the conclusion Director Green was introduced.

He told the children that the meeting of that morning was under peculiar circumstances, that never before in the history of the schools had the children been invited to participate with the directors, in an occasion of like character. Telling the children that they had a right to know something about the man in whose honor the tablet was unveiled he reviewed briefly the life of the late William H. Grundy. He told of his coming here in 1876; the interest he manifested in the town's affairs; how he was twice elected burgess of Bristol; how he was once honored by election as a Presidential elector, and told of his voyage to Russia to assist in the distribution of the supplies sent by the citizens of Philadelphia to the starving people of that country. In closing Mr. Green dwelt upon the gift to the board and explained how that body had decided to show their appreciation by placing the tablet in the building.

The children sang another selection, "The Golden Rule," and then marched in a body upstairs to the main corridor where the tablet had been placed. As the children sang, "My Country 'Tis of Thee," Mr. Leech withdrew the tacks which held the covering in place, and as

the closing words of the song were uttered dropped it to the floor, thus exposing the tablet to the gaze of all. The children stood in silence, as a mark of tribute to the dead, and then at a command from their teacher marched quietly to their different rooms.

The tablet is of brass and occupies a place on the left side wall, on the main stairway leading up from the front entrance on Jefferson avenue. It bears the following inscription:

This tablet commemorates the memory of the late
WILLIAM H. GRUNDY

who occupied this site as his first residence in
Bristol in 1877, and in honor of whose memory the
ground upon which the school house has been
erected was presented as a gift to the
Bristol School Board
May 26, 1909.

—(From Bristol Courier.)

The Pennsylvania Railroad Company's New Roadbed.—In the spring of 1910, the Pennsylvania Railroad Company began work on its new elevated roadbed through the town. The object of the improvement is to straighten its tracks, as well as eliminate the dangerous grade crossings which now exist. The new elevated roadbed which begins at a point opposite the Bristol Cemetery, follows the extreme western boundary of the town until Bath Street is reached, when it skirts the residential portion of the Fourth Ward and parallels Garden Street, crossing the canal and joining the main line a short distance above the Hollow Creek. The new station is to be placed on Prospect Street, between Jefferson Avenue and Beaver Street. It is expected that cars will be running on the new road by August, 1911.

Railroad's New Concrete Bridges.—The new bridges which the Pennsylvania Railroad Company has erected on its elevated line through Bristol are departures in many ways in concrete bridge building. Three of the bridges are innovations in size and ornateness—those at Corson, Spruce and Pine Streets. All of the spans are of concrete construction, but the three last named are of

concrete entire with steel used only in reinforcement rods.

The bridges at Corson, Spruce and Pine Streets are the largest concrete slab bridges probably ever erected. Not that they are the largest concrete spans ever erected, for the arched bridge at Walnut Lane over the Wissahickon, Philadelphia, holds the record. But the Walnut Lane bridge is arched and these Bristol bridges are straight across from abutment to abutment.



OLD P. R. R. STATION, POND STREET.

Concrete slab bridges have been placed prior to this, but the slabs have never exceeded 20 feet, in fact most of them are 10 or 11 feet long. The new slabs are 31 feet, greater than ever before attempted. From abutment to abutment the bridges are 50 feet.

The advantages of concrete spans lie in their longevity and minimum cost of maintenance. Iron bridges do not last nearly so long as concrete, which is practically indestructible; iron also must be painted constantly in order to lengthen its life. Concrete spans need no attention after they are finished.

The Pennsylvania Railroad concluded to use concrete spans in view of the superiority of that material over iron

for bridge work. Because of the narrowness of the distances to span ordinary streets, arched concrete bridges would have had to be very long and erected at a considerable height. The elevated structure is not sufficiently high to permit arched bridges, so slab spans had to be utilized. The disadvantage then arose of laying slabs of over 20 feet.

The railroad engineers determined to construct slab bridges on this work of greater length than heretofore, and they have succeeded in their efforts.

Besides being a feat of engineering ingenuity the bridges are things of beauty. They are as gracefully outlined as the temples of the departed Grecians and Romans, the designers having gone beyond the goal of planning utilitarian spans which would stand best the strain of heavy trains thundering across them, and they have placed in Bristol examples of high class architecture that are a credit to the town. The style used is an adaptation of the Moorish.

The other bridges are of steel and concrete construction. The manner of covering the steel floors so as to make them invulnerable to water is interesting. A layer of concrete is laid over the floor, over this is spread a coating of a patent waterproofing fluid, then comes a cushion of sand, then brick and "grout," or fluid cement. In this way the span is protected from rain, snow, frost and the action of the atmosphere. (Bristol Republican.

Halley's Comet.—After a disappearance of seventy-five years, Halley's comet returned and became visible to the naked eye, in the eastern sky, about May 1, 1910. Astronomers announced that on the night of May 18th the earth would pass through the tail of the comet at 11 P. M., and suggested the possibility of an electrical display or meteoric showers, when the earth took the plunge. Hundreds of people remained up to see the spectacle, but the earth passed through the tail without a visible sign and many were disappointed. A few were frightened as the day approached, but the great majority regretted the absence of some display when the great event took place. For two weeks following its contact

with the earth, the comet could be plainly seen above the western horizon. Astronomers claimed that the head of the comet measured 200,000 miles in diameter; its tail was 25,000,000 miles long and its distance from the earth 14,000,000 miles at the time of contact. The width of the tail at the point where the earth cut through it was 1,000,000 miles and it required about five hours to make the passage.

The First Airship to Pass Over Bristol.—Charles K. Hamilton, the daring aviator, passed over Bristol in his biplane, Monday morning, June 13, 1910, at 9.30 o'clock. This was the first airship to make the flight between New York and Philadelphia. On his return journey he passed Bristol at 11.33 A. M. A special train on the Pennsylvania Railroad acted as a guide to the aviator. Hamilton's speed was between fifty-five and sixty miles an hour. Considerable excitement prevailed in Bristol, the tracks of the Pennsylvania Railroad being lined with people eager to catch a glimpse of the biplane.

History of Radcliffe Street.—The following article was taken from the Bucks County Gazette. It was written during the summer of 1910, by our fellow townsman C. Wesley Milnor, one of Bristol's oldest and most respected citizens, and gives an interesting history of the eastern side of Radcliffe Street, away back in the fifties of the last century:

"Near the Hollow Bridge, so called, there stands just south of the antique structure an unpretentious little dwelling not very large in any degree. In this little dwelling lived one Alexander Condry, a good citizen of our town, who taught school in the winter season and when there was any work toiled in the ship yard just adjacent. Mr. Condry was a calker by trade and followed this occupation when there was any work in this yard. In the larger one of the row of brick houses lived one Charles Thompson, who owned this property and carried on the business for a time.

"There came, however, two people under the firm name of Risley & Wright, who built two vessels of good size named the William H. White and Nathan Tyler.

"By the way, a number of our citizens were holders of vessel stock which proved to be a good investment on account of the coal trade to and from our town. The writer worked in this yard at the liberal pay of 50 cents per day and boarded himself, attempting to learn the trade. Just think of it, and compare it with the present, with beef at 28 to 30 cents a pound.

"Adjoining this property, what is now called the Worrell property, there lived General William Montgomery, a retired army officer, with his family, together with Thomas and William Wood. General Montgomery was a gentleman of the old school, showing his military training.

"Next adjoining there lived Francis Jacoby. He, too, was a type of the old school respected by his friends and faultless in his dress. I remember him when he kept a horse and buggy, and John Weaver was his driver and general utility man. This mansion of Mr. Jacoby's has been remodeled and the residence of Clifford L. Anderson added to the lot owned by Mr. Jacoby.

"As we are walking southward on this street on the site of the Jonathan Wright estate, there stood, just back from the street, obscured almost with shrubbery and flowers, a quaint old house one and one-half stories high in which lived Samuel Bankson, the father of Mrs. Reuben Pedrick. Adjoining this is the Robert Beatty homestead, an old residence, where Robert Beatty reared a large family and was a man of noble character and at one time cashier of our bank.

"Well I remember Beatty's hill in winter when the coasting was good and also the bathing ground in the summer in the Delaware. A few of the boys were always welcome to enjoy the sports and pleasures at the Beatty home.

"We now have come to the property of the late John K. Wildman which at the time I am writing of was occupied by William M. Downing, the father of our townsman, William M. Downing, the flour merchant. Mr. Downing was an agent of one of the coal companies which were located in Bristol at that time.

"Adjoining this property in the yellow mansion there lived Lucius H. Scott, a fine, noble gentleman, an honored member of Bristol Lodge No. 25, also of St. James Church, a man whom if once seen you would always remember.

"We now have reached what has always been known as the 'haunted house,' the property then of a Miss Sarah Keene, who also owned a brick house corner Tenth and Chestnut Streets, Philadelphia, where the Mutual Life Building now stands. This sombre looking house with no visible sign of life or cheerfulness about it had stood unmolested nor inspected for many years, until recently, when I have been told one of our ladies took a party through it for inspection. One, William Whitley, with his family, lived in the basement at that time.

"We have now arrived at the palatial mansion now occupied by our fellow townsman, Joseph R. Grundy. This property was once owned and occupied by Captain Joseph B. Hutchinson, Sr., who lived there and was the father of Joseph B. Hutchinson, of the Pennsylvania Railroad. Mr. Hutchinson was a gentleman of the old school and lived here before erecting the stone edifice on the Beaver Dam Road. This house was once occupied by Robert Tyler, a relative of ex-President Tyler. Mrs. Tyler was a descendant of Thomas Cooper, the tragedian, who figured in the theatrical world in the days of Edwin Forrest. Unfortunately, I might say, Mr. Tyler espoused the cause of the Southern Confederacy at the beginning of the rebellion. Although holding a good position, I think, in the Philadelphia courts, he took up with a cause that was not worthy of the support of any man, and that finally ended in its overthrow and caused much distress and expense to our country. He had a fine family. Mrs. Tyler was a highly educated woman, of fine social qualities and well thought of in our community.

"On the site of the residence of John C. Stuckert and others, there stood an old brick dwelling which was called the 'old bake house.' It has been said it was used as a hospital during the Revolutionary War. It also has been said that Lafayette stopped there for a time, so you

see our town has a more than passing record of figuring in the war of the revolution.

"At or about the river front of Dr. Lecompte's there was a fine beach at the river edge which was used by our Baptist people as a place to administer the rite of baptism by immersion. C. J. Page was the pastor in charge and frequently conducted these exercises. Mr. Page was here for some years and was a strong exponent of the Bible, as well as a staunch advocate of Temperance.

"There were no houses from this spot to Walnut Street, where we find a building now occupied by the Order of Elks, originally called the Beaver Meadow House, kept as a boarding house by a Mrs. Crooks.

"Let me say that from this point to the Laing property, outside the borough limits, there was a string of wharves upon which were stored thousands of tons of coal which came to Bristol via the canal and was unloaded from boats carrying from 75 to 90 tons and then reloaded on vessels for eastern points. This required a vast amount of manual labor and consequently gave employment to a large class, who kept up these boarding houses. This industry did much to build up a business for Bristol and added to the thriving prosperity of the town at that time. Other facilities having developed the coal industry in a wholesale sense is a thing of the past in the history of Bristol.

"Adjoining lots with the Elks' property is the residence of Ernest Lawrence, which is of a more recent origin.

"We come to a brick dwelling wherein Jesse W. Knight now resides, formerly occupied by W. B. Baker, but at the time of my story was the residence of Captain Lloyd B. Newell. Mr. Newell was a retired navy officer and lived with us for a number of years. A Commodore Shaw also made his home with him. It was also occupied by William R. Dickinson, a prominent lawyer of his day.

"Next we find on the site of the new house of the Johnson family, two or three dwellings owned by one Benjamin Brown, who was a respected resident of our town. William Tabram lived on this property and carried on a business of dealer in rags, iron and second hand articles in general and did a good business. In the small

house standing back from the street there lived a Mr. Harlan and family.

"The large dwelling now occupied by Dr. Frank Lehman, was built by a John Magoffin, who with his wife, lived there for a number of years. The house is probably the best built house of its kind in the town and it is said that Mr. Magoffin superintended the erection of his home and that any material that was not up to the standard he would not let it go in the construction. Mr. and Mrs. Magoffin were members of the Presbyterian Church and were well known for their deeds of charity and example of the true Christian life. Mr. Magoffin would frequently on Sundays in summer, wend his way to the canal basin and there gather a lot of boatmen together and expound to them the teaching of God's word from the Bible.

"There lived in a yellow house, where the beautiful home of G. M. Dorrance now stands, a Mrs. John Myers, a fine widow, a member of St. James' Church, at one time its organist in the old edifice, where I have seen her preside at the organ, during the pastorate of William S. Perkins. Mrs. Myers was a noble specimen of a lady in its truest sense, kind, charitable and a devout Christian.

"On the opposite side of Mulberry Street hill there lived Captain George Breck, who had a military career but I cannot recall of what kind. He also was a member of St. James Church, a perfect gentleman, well known in our town for his many good qualities.

"We have now arrived at a point in our narrative covering the imposing structure of the Farmers' National Bank of Bucks County, a building of imposing architecture standing for years as sentinel guarding the peoples' money; an institution solid as a rock and managed by men of strict integrity until today it is second to none in the county, and would no doubt be on an equality with any in the State. Robert Beatty was its cashier, assisted by Charles Iredell, both good men. It is now managed by our genial townsman Charles E. Scott, and his son Thomas as assistant, both able financiers.

"An incident comes to my mind that will illustrate the faith our people have in this institution. There was an old Irishman in our town who had through economy

saved quite a sum of money in the way of gold, there being a premium on the same during the war. It was his custom to consult a friend as to what it was selling for; when one day he finally sold it and received in exchange greenbacks for the same; and it is said that he had such confidence in our bank that he exchanged the greenbacks for our bank's issue of notes, never dreaming that if the government went up, the bank notes would be no good.

"Where Tom Scott now lives there lived a family by the name of Vezin for quite a time and was afterward occupied by a Mrs. Fraily and also A. L. Packer.

"The two brick houses next adjoining were not built until quite recently as well as the building of the Bristol Trust Company, this being erected but a short time back, and as it is composed in its board of officers of some of our best citizens there is no reason why it should not succeed in its mission and thereby benefit its stockholders and the community in general. There stood on the site of this a large mansion where John Dorrance and family once resided for quite a season and was afterward used later on by William Fabian as a furniture and house furnishing store.

"John Dorrance was an old resident of our town and had large business interests, was a senior member of the firm of Dorrance & Knight also Dorrance & Doron who managed the old mill for many years. He was interested in the railroad and other enterprises, was respected by all who knew him and built the mansion now occupied by G. M. Dorrance. He was a member of St. James' Church and one of its regular communicants. He lived here and passed away at a good old age well liked and respected by his fellowmen.

"Where the post office now stands was a building occupied by a number of persons in different kinds of business, the upper story being used as a public hall for various purposes.

"We now come to what was the terminus of the Philadelphia & Trenton Railroad Company, where trains were run from Trenton and New York, and thence by boat to Philadelphia. This business was carried on prior to 1850 and I clearly recall the trains going and coming down

Market Street when I was but a small boy. The boat would come to Bristol from Bordentown and there wait for the train and take the passengers to Philadelphia. When quite a boy I sold the Philadelphia newspapers to passengers from Bordentown and Trenton and some mornings would sell from thirty to fifty papers whilst the passengers were being transferred. I think there was only one train a day from Trenton and only two from New York in the early part of its existence in our town. After a time this business was transferred to Tacony; then again to Kensington and finally to Broad Street. What a contrast between now and the beginning of 1850. The old depot was used during the war as a storehouse for hay and straw, wherein hundreds of tons were baled and shipped to the front for our army. The building was later on demolished.

"The two or three frame buildings adjoining were occupied by different persons during his time. The one that I can recall now was a carpenter named Harrison Brelsford. He was also a ferryman in the winter time when the ferry boat was laid up. Christopher O'Reilly once had a newspaper agency in one of these houses. This brings us to that old hostelry, the Delaware House (before the days of railroading it was Bessonett's Hotel). It has been a landmark for many years whilst not now having its original appearance, but being considerably changed by painting, etc., yet it has a history that belongs to our ancient town that is worth thinking over. As I have said it was originally called Bessonett's Hotel, being kept by a man of that name. It was here where passengers who were fatigued with the tedious journey from Philadelphia to New York—for it took, sixty years ago, two days to get there in a lumbering old stage coach and you had to pay four dollars for the pleasure), stopped to rest over night and also to change horses. I recall an incident written by our townsman, William Kinsey, wherein he stated that there was a rivalry in regard to carrying the mail between this man Bessonett and a Mr. Reeside, which created an opposition line and handbills were posted throughout the town by the opposition:

Unparalleled speed.
Philadelphia to New York in two days.
Comfort and safety assured.
Fare, \$4.

"Just think of it, when now, in 1910, you can travel from Philadelphia to New York on some trains in about ninety minutes. What a contrast, surely we Americans are progressive and hard to beat. This hotel was kept later on by Lewis F. Pratt and others."

Showing Increase in Population.—In 1753, Bristol contained only seventy-two taxables, twenty-four of whom were single men. In 1806, Bristol contained ninety houses. By the census of 1800, the population was 511; in 1810, 628; in 1820, 908; in 1830, 1,262; in 1840, 1,438; in 1850, 2,570; of which there were males, 1,287; females, 1,283; (colored persons, 89). This shows a prosperous increase of 1,132 souls, during the decade between 1840-50. In 1850-51, there were about 450 dwellings in the borough (besides a number of shops of various kinds), and in the spring of 1852, they numbered 500. In 1853 the borough contained 600 buildings, as dwellings, stores and manufactories of various kinds, and Wm. Bache placed the population at 3,000. The population in 1860 had reached 3,314; in 1870, 3,269; in 1880, 5,273; in 1890, 6,553; in 1900, 7,101; in 1910, 9,256.

Bristol's Oldest Citizen.—Joseph S. Peirce, Bristol's oldest male citizen, recently celebrated his ninety-second birthday anniversary. Three years ago he was seriously ill and since that time has been confined to his room. He has lost the motion in his lower limbs and his memory is greatly impaired. He resides with his son, E. M. Peirce, on Radcliffe Street.

Mr. Peirce was born in Philadelphia in the house next door to that known as the Betsy Ross House on Arch Street. He was educated in Philadelphia and Byberry, where his parents afterwards resided. As a young man he found employment in Maryland, but left that state to come to Bristol in 1851. He was at one time superintendent of the forge which stood where Henderson's carpet mills now stand. Mr. Peirce identified himself with the Abolition movement early in its career and be-

came one of the most active agents of the Underground Railroad, taking care of the Bristol end. It was he who helped Captain Dangerfield from Philadelphia, from which city the escaped slave so mysteriously disappeared. Mr. Peirce sheltered the captain in his home on the night of his disappearance, until midnight, when he rowed him across the river to Burlington, where together they took the "Owl" train for Camden. Mr. Peirce accompanied him a short distance, when he was relieved by another agent of the Underground Railroad, and returned to Bristol.

After the war, Mr. Peirce went to the oil regions, returning to Bristol in 1868. He went into partnership with his brothers, Charles and Joshua, forming the firm of Peirce Brothers. This firm cut the old Cyrus Peirce farm, above Lafayette Street, into lots and financed and influenced manufactories to establish in Bristol. After the dissolution of the firm, Mr. Peirce conducted a coal business until he was succeeded by his son, E. M. Peirce, in 1888. Since 1902, he has retired from all business and lived quietly with his son Edward, on Radcliffe Street. Recently, owing to the serious illness of his son, Mr. Peirce was removed to the home of his daughter, at Worcester, Mass., where he still remains.

Note.—Since the writing of this article, Mr. Peirce has passed away. His death occurred on April 24, 1911, at the home of his daughter, Mrs. Edith Getchell, Worcester, Mass. The article is retained, however, for its historical value.

EPOCH IX.

BRISTOL OF TODAY—1911.

Introduction.—The little collection of log cabins which were erected in the early years of our history, by the settlers upon the banks of our beautiful river, have been superceded by the substantial and comfortable residences that meet the eye today. The hardy pioneers of 225 years ago, who with axe and cleaver cleared the land and erected their unpretentious habitations, have given place to another class of people, who know nothing of the toil, privations and hardships which were endured by those who preceded them. Yet we have every reason to feel proud of our citizenship. For intelligence, industry, cordiality and everything that contributes to the highest type of American manhood, our citizenship is not surpassed by any other town of corresponding size in the whole United States.

Unsurpassed Opportunities.—Situated on the bank of the beautiful Delaware, with the main line of the Pennsylvania Railroad running through the town, and trolley service to Philadelphia, Trenton and Doylestown, unsurpassed opportunities are offered for transportation and commerce. Yet unsurpassed as these opportunities have been, the near proximity of Philadelphia has proven a deterrent factor, and what under other conditions would have been a blessing, has to the merchants of Bristol proved the reverse. The large department stores of Philadelphia have delivery wagons in Bristol, and many of the citizens purchase their clothing, furniture,



HENRY E. ANCKER.
Burgess of Bristol.

etc., in the larger city, and have the deliveries made to their homes here, without extra charge for transportation. Nevertheless, Bristol exhibits an abundance of business houses. Mill Street is the principal business street of the town and has but five or six dwelling houses, its entire length, all the other places being devoted to business. The Bristol Mills, on this street, which for nearly two centuries, contributed to the prosperity of the town, are today a mass of ruins. The office has been converted into a store, which is leased by Samuel Scott, an old resident of the town. Radcliffe Street has no stores above Mulberry Street. Bath Street is assuming a business air and is fast becoming a strong rival of Mill Street. Most of the other streets of the town, each contain one or more stores.

Population Cosmopolitan.—The population of the town is thoroughly cosmopolitan, made up of the following nationalities: German, Irish, Italian, Prussian, English, Greek, Scotch, Welsh, Swiss, Hungarian, Hebrew and Chinese. The Italians are the latest acquisition to our citizenship. They have settled mostly in the northeastern section of the town, in and near Brook Street. The Roman Catholic branch have erected a brown stone church at the corner of Dorrance and Pond Streets, while those who hold to the Protestant faith, are identified with the Presbyterian Church and have recently completed a chapel building at the corner of Wood Street and Lincoln Avenue. The children of the Italian residents are mostly employed in the mills and factories. Many of the Hebrew residents are in business in various parts of the town, while from the sturdy stock of our English, German and Irish settlers, have come our best citizens of today.

Manufacturing District.—The northeastern section of the town, between the canal and railroad, above Beaver Street, is all occupied by manufacturing industries, the names of which are as follows: Thomas L. Leedom Co., carpet manufacturers; Gledhill Wall Paper Company; Peirce & Williams, Wood Turning Mill;; T. B. Harkins

Foundry Company; Edward T. Steel & Co., manufacturers of men's worsted fabrics; Wm. H. Grundy & Co., worsted yarns. Wm. Henderson is the proprietor of a carpet mill located along the canal near Buckley & Beaver Streets. The Corona Company's plant fronts on Beaver Street above Mansion Street, and the factory of the Bristol Patent Leather Company is about a quarter of a mile above the town, between the railroad and canal. The Standard Cast Iron, Pipe and Foundry Company occupies a site along the river about a quarter of a mile above the Hollow Creek. The new plant of the Artesian Ice & Dairy Products Co. is located in the Fourth Ward near the Washington Street swinging bridge. The number of people employed in these industries aggregates 3,300, while the wages annually paid to these operatives amount to the sum of \$1,750,000, and the value of the manufactured product to \$12,000,000 annually.

Well Supplied With Churches.—The town is well supplied with churches as follows. Society of Friends, Methodist Episcopal, Presbyterian, Baptist, St. James' P. E. Church, St. Paul's P. E. Church, St. Mark's R. C. Church, English Lutheran, German Lutheran, St. Ann's Italian R. C. Church, Presbyterian Italian Mission, African M. E. Church and Colored Baptist. St. Mark's has a large and well equipped parochial school building and both of the Protestant Episcopal Churches have parish houses. The Presbyterian congregation worships in its beautiful chapel building which adjoins the old church building in the rear. St. Mark's has the largest membership. Among the Protestant denominations the Methodist congregation is the largest. Several of the churches have excellent choirs, and the spiritual needs of the people are looked after by able and efficient pastors.

Local Public Schools.—The local public schools are the best in the county. Four school buildings are in use, namely: High School Building, Wood Street; Jefferson Avenue, Washington Street and Bath Street. The old school building on Wood Street is held in reserve and

will probably be used some day for a Commercial High School. One superintendent and twenty-seven teachers are employed and the enrollment of scholars is about 1,100. The names of the superintendent and teachers follow: Miss Louise D. Baggs, superintendent; Ella Vanuxem, principal of high school; Ella M. Torrey, assistant principal of high school; Rachel Bartine, second assistant principal of high school; Clara M. Parks, principal of commercial department; Bessie Clark, drawing teacher; Margaret Barrett, Alice Lippincott, Carrie Minsster, Florence Kelly, Emma Duckworth, Helen McClossie, Elizabeth Betz, Gladys Blackwood, Anna Brady, Ella Mathias, Edna Groom, Effie Watson, Minnie Rodrock, Bertha Hetherington, Beulah Doan, Mary King, Jessie Mansall, Clara Beidleman, Mary Wilkinson, Sara McNally, Rhoda Marine, Mabel Wettling.

The board of directors consists of the following: First Ward, Wm. H. Booz, H. S. Rue, Dr. W. C. Le Compte; Second Ward, E. H. Foster, D. O. Taylor, Edward Swain; Third Ward, Jacob Young, John F. Wear, Doron Green; Fourth Ward, Eugene Barrett, Bernard Boyle, John J. Gallagher; Fifth Ward, Wm. V. Leech, Samuel Turner, Charles Dalton. Wm. V. Leech is president, H. S. Rue, secretary, and E. H. Foster, treasurer. In June, 1909, a course in stenography and typewriting was introduced into the high school curriculum, and in September, 1910, a full commercial course was installed. The question of a cooking school is being considered and will probably be put in operation before the end of the present school term. Music has been taught in the schools for several years past and the progress made by the scholars is remarkable. The pupils of the high school have a social and literary association which they call the Swastica Society. It has done much to promote social intercourse, and develop an interest in literary work among its members, besides contributing much to the happiness of their school days. The teachers also have attended and much good has been accomplished through a society for their mutual good, which meets weekly. About once a month a mothers' meeting is held in one of the school assembly rooms. These meetings are well

attended and much good has been accomplished through the acquaintanceship thus formed between the mothers and teachers. In September, 1910, the ninth grade was merged into the high school, thus giving to that department a four years' course. A splendid spirit of co-operation exists between the teachers and directors, and as a result, the schools have reached a high grade of efficiency and usefulness.

Newspapers.—The town can boast of two newspapers. The Bucks County Gazette, which was started in 1873 by Jesse O. Thomas, is still published weekly. The Daily and Weekly Courier are published by Wm. C. Watson.

Licensed Hotels.—Six hotels are licensed in the town. The Delaware House, which was built in 1765, is still standing, and is now run by Matthew Lincoln. Recently the old building has been greatly improved and now presents a more modern appearance. The Silbert House, Radcliffe Street, formerly known as the Cottage Hotel, is operated by Mrs. Geo. Silbert. Charles Rommell is proprietor of the Bristol House, at the corner of Mill and Radcliffe Streets, opposite the Delaware House. The Railroad House, Mrs. W. H. Fine, proprietor, is located on Mill Street, between Pond Street and the railroad. The Hotel Closson, J. J. Kilcoyne, proprietor, stands at the corner of Mill, Otter and Bath Streets. Sweeney's Hotel is situated on Buckley Street near Pine. M. J. Sweeney is the proprietor.

Divided Into Wards.—The town at present is divided into five wards. The First Ward embraces all the land between the canal basin on the south, the Delaware River on the east, Penn Street on the north and the canal on the west. The Second Ward is bounded by Penn Street, the Delaware River, Lafayette Street and the canal. The Third Ward contains all the land south of the old mill race and the canal. The Fourth Ward is situated north of the mill race and is bounded on the east by the canal and extends on the north and west, to the borough line. The Fifth Ward includes the land above

Lafayette Street to the borough line, bounded on the east by the river and on the west by the canal.

Borough Government.—The government of the borough is vested in a Burgess and Town Council of twenty members, four being from each ward. Henry E. Ancker is Burgess, and the members of Town Council are as follows: First Ward, James Wright, W. K. Fine, George Strausser, R. B. King; Second Ward, Joseph R. Grundy, Gustav Rathke, George Buckley, Griffith L. Williams; Third Ward, Edward Hoeding, Dr. A. S. Wilson, John J. Kilcoyne, Clarence Young; Fourth Ward, Martin A. Fallon, Patrick Dougherty, Thomas Hoffman, Neil Mulligan; Fifth Ward, Josiah M. Owens, Abraham Wilson, Louis Spring, Dr. J. de B. Abbott. Josiah M. Owens is President of Town Council and H. H. H. Poole is town clerk and borough treasurer. An efficient police force is in charge of Charles Saxton, a veteran officer, who has been in active service over thirty years. Fred I. Kraft fills the position of town 'squire and has an office in the Tabram building, between the town house and Silbert's Hotel. The borough attorneys, Gilkeson & James, occupy an office building next door to the Wright Brothers' store, at the corner of Radcliffe and Market Streets.

Repairs to Streets.—The Street Committee of Town Council, under the direction of Joseph R. Grundy, chairman, has done much to improve the streets and highways of the town. Recently a new material known as "Amiesite" has entered into the construction of new roads. The roadbed on Otter Street has been resurfaced with this material, making it the finest street in town. During the year 1910, about one and a quarter miles of new roads were built.

Banking Institutions.—Bristol has two banking institutions: The Farmers' National Bank, and the Bristol Trust Company. Both bank buildings are situated on Radcliffe Street, between Market and Mulberry Streets. Benjamin Taylor is president of the former and Charles E. Scott cashier. Joseph R. Grundy is president of the

Trust Company and William P. McCoy secretary and treasurer. Both institutions have saving fund departments which are well patronized.



BRISTOL TRUST COMPANY.

Post Office.—The post office occupies the first floor in the W. E. Doron building, on the east corner of Radcliffe and Market Streets. E. W. Minster is post master, and his assistants are Howard Thornton, Melvin Jefferies and John Wright. Two years ago the Federal Congress appropriated the sum of \$80,000 for the purpose of erecting a new post office building in Bristol. The site at the southeast corner of Pond and Mulberry Streets was purchased, but since then nothing more has been done.

Extensions to Streets.—The new extension of Buckley Street from Beaver Street to Washington Street, has recently been opened, and most of the houses on Prospect Street have been removed to new sites on the west side of the new extension, to make room for the new depot of the Pennsylvania Railroad. Arrangements have been made to open Cedar Street, from the pocket above Lafayette Street, through to Jefferson Avenue.

Anchor Yacht Club.—The Anchor Yacht Club, composed of owners of motor boats, has a clubhouse on the cliffs above the Hollow Creek. Burgess Henry E. Ancker is president and Edward Dougherty secretary. The annual lawn fete and regatta of this club is one of the pleasant events of the summer season.

Secret Societies.—Bristol has more secret societies, perhaps, than any town of its size in the United States. Six public halls have lodge room accommodations. They are as follows: Odd Fellows' Hall, corner Radcliffe and Walnut Streets; Knights of Pythias Hall, Wood Street; between Mulberry and Walnut Streets; Mohican Hall, Otter Street below Bath Street; Mechanics' Hall, Post Office building, corner Radcliffe and Market Streets; A. O. H. Hall, Corson Street, near Buckley Street; Foresters' Hall, corner Pond and Lafayette Streets, and two private halls, namely, Masonic Hall, on Cedar Street, between Market and Mulberry Streets, and the Elks' Home, corner of Radcliffe and Walnut Streets. The richest lodge in the town is that of the Junior American Mechanics, their total worth being about \$16,000. Following is a list of the prominent orders established in the town:

Masonic Fraternity, Order of Elks, I. O. O. Fellows, Knights of Pythias, Imp. Order of Red Men, Jr. O. U. A. Mechanics, Daughters of America, Degree of Pocahontas, Knights of Friendship, Ancient Order of Hibernians, Knights of Columbus, Shepherds of Bethlehem, Order of Forresters, Brotherhood of America, American Protestant Association, Knights of Mystic Chain, Sons of St. George, Knights of the Golden Eagle, Grand Army of

the Republic, Patriotic Order Sons of America, Royal Arcanum, Grand Fraternity and Woodmen of the World.

Social Clubs.—The men of Bristol are fond of club life, and as a result, several clubs are in a flourishing condition. The "Algonquin" has quarters on Radcliffe Street between Walnut and Franklin Streets. The new Elks' club house, at the corner of Radcliffe and Walnut Streets, recently opened, is magnificent in its appointments and a credit to the town. The Allemania Verein, or German Club, has a commodious club house on West Jefferson Avenue in the Fourth Ward, near the new depot of the Pennsylvania Railroad Company. The Owl Social, one of the oldest clubs in the borough, has quarters in the Strobele building on Mill Street, near the canal. The Mohican Social has a room in the old Osmond building, at the junction of Mill Street and the railroad.

Practicing Physicians—Seven physicians are practicing in the town. Dr. E. J. Groom is the oldest, having practiced continuously for over fifty years. He resides in a commodious residence on the north side of Mill Street, adjoining the building occupied by the Child's grocery. Dr. J. de B. Abbott resides at the southwest corner of Radcliffe Street and Jefferson Avenue. He takes an active interest in municipal affairs and at present is serving a term in town council. He has also served a term as burgess. Dr. William Martin resides on Radcliffe Street, next door to the Slack homestead, at the corner of Radcliffe and Franklin Streets. He is the local physician of the Pennsylvania Railroad Company. Dr. W. C. LeCompte occupies a palatial residence on the east side of Radcliffe Street, adjoining the Britsol Water Company. He takes an active interest in public school affairs, being a director from his ward, and is also at the head of the health and sanitary committee appointed by the school board. Dr. Frank Lehman succeeded Dr. W. P. Weaver, and resides on Radcliffe Street, next door to the residence of G. M. Dorrance, at the corner of Radcliffe and Mulberry Streets. Dr. George T. Fox and Dr. James Collins are both young men who have recently

located here. The former resides on Radcliffe Street near Mulberry, and the latter on Bath Street. Dr. A. S. Wilson, one of Bristol's most popular physicians, retired over a year ago on account of failing health, and is now an invalid.

The doctors of dentistry are Dr. J. T. Stradling, 219 Market Street; Dr. C. E. King, 228 Mill Street and Dr. J. J. Hargraves, 325 Radcliffe Street.

Drug Stores.—Nine drug stores are established here, being located as follows: Dr. Howard Pursell, southwest corner of Mill and Cedar Streets; John K. Young and Maurice Watson, on Bath Street; Emil Erthel, on Mill Street, in the Hogue building, near Cedar; Emlen Martin, Radcliffe Street, adjoining Presbyterian Manse; A. Fabian, southwest corner of Radcliffe and Mulberry Streets; Serrill Douglass, southeast corner of Dorrance and Wood Streets; Harry H. Headley, northwest corner of Washington and Wood Streets; John B. Spencer, northwest corner of Jefferson Avenue and Pond Street.

Moving Pictures.—The moving picture show is still a popular diversion. The first show was started in the second story of the Bell building, at the corner of Mill and Pond Streets, about five years ago, by Edward Subers, of Burlington, N. J. It attracted large crowds, but subsequently the factory inspector declared the building unsafe, and the show was closed. Another show was started in the old post office building, which stood upon the site of "The Bristol." Joseph Vansant, who owned the adjoining building, erected an addition in the rear, and the show was moved therein. In the meantime, a show was started in the old Colonial Theatre on Wood Street, by Earl T. Stanley, which was successful from the start and is still in operation. Subsequently two moving picture houses were erected on Mill Street, one of which is still in use.

Burlington Island Park.—A few years ago a park was opened on Burlington Island, and it is today a popular resort for picnics from both up and down the river. The park is also much enjoyed by Bristol people. Most of our

local Sunday Schools hold their annual picnics on the island and on Saturday afternoons large numbers of our citizens cross over to the park and eat their suppers in the grove before returning home. No intoxicating liquors are sold, and this fact greatly adds to its popularity as a resort for Sunday School and Church picnics.

Trolley Service.—Two lines of trolleys run into the town, with their terminals at the corner of Bath and Otter Streets. The Bucks County Electric Railway Company operates the line from Doylestown to Bristol, and uses Bath Street for an entrance into the town. The Philadelphia, Bristol and Trenton Street Railway Company controls the line running from Philadelphia to Trenton and uses Otter, Mill and Radcliffe Streets in its course through the town. The trolley tracks are not extended over the tracks of the Pennsylvania Railroad at Mill Street, which necessitates a transfer of passengers at that point. The trolley fare from Bristol to the heart of Philadelphia is 20 cents, and from Bristol to Trenton is 15 cents. The railroad fare is 57 cents to Philadelphia, or 80 cents for an excursion ticket. The boats on the river charge 15 cents each way to Philadelphia, or 25 cents excursion rate. The rate by trolley to Doylestown is 48 cents. The trolley lines are now carrying freight and greater development along this line is expected in the near future.

Grand Army of the Republic.—Henry Clay Beatty Post No. 73, G. A. R., which was organized shortly after the close of the Civil War, is still in existence, but its ranks are being rapidly decimated by death, as the years pass by. Each Decoration Day still finds them engaged in their labor of love, when the graves of their fallen comrades are decked with flowers. A few days before Decoration Day each year, a public memorial service is held in the Methodist Church, and is largely attended by the citizens. During recent years, a strong attachment has sprung up between the veterans of the G. A. R., and the children of the local public schools. Each year the veterans are the guests of the children at their annual Washington-Lincoln celebration, and the reception they



FIRING SQUAD OF HENRY CLAY BEATTY POST
No. 73, G. A. R.

receive at the hands of the children is one of the memorable events in the current history of the town. Last year the veterans invited the children to their memorial service, and the latter sang several patriotic selections, which greatly increased the interest in the occasion. But the ravages of time are making great gaps in the ranks of the veterans and it will be only a little while when there will not be a single answer to the roll call. But the veterans need have no fear of being forgotten. With the large number of patriotic boys and girls growing up in the public schools of the town, their willing hands will take up the work, when the veterans lay it down for the last time, and thus continue the work of love down through the coming years.

Dawning of a New Bristol.—On Monday evening, December 12, 1910, the Street Committee of Town Council introduced a resolution into the session of council, providing for the construction of a sewer system and a new water works, and the issue of two series of bonds, one series in the sum of \$100,000, for the construction of the new water works, and the other in the sum of \$63,000 for the erection of a sewage and disposal plant. On Monday evening, January 10, 1911, the ordinance was passed by a vote of 14 to 2, and it is expected that work on both projects will begin this summer.

At the meeting of Town Council, held on Monday evening, December 12, 1910, Councilman Joseph R. Grundy proposed to present to the borough the handsome sum of \$25,000 in cash, to be used in making certain improvements to the highways approaching the site for the new railroad station, in addition to his previously announced offer to deed several acres of land surrounding the station site, to the town for park purposes. The improvements referred to are the widening of Jefferson Avenue and Beaver Dam Road, each to sixty feet, the construction of a new bridge at the crossing of Beaver Dam Road and the canal, and the proper lighting of the streets and avenues which will furnish the main approaches to the new station. Surely the dawning of a greater and better Bristol seems to be at hand.

APPENDIX.

Being a Collection of Additional Items Obtained Too Late for Insertion in Their Chronological Position.

Items From Diary of C. M. Foster.—May 10, 1867: The tide in the Delaware River was the highest since 1841. Passengers on the steamboats were taken off in small boats.

November 9, 1867: The Catholic Church, a stone building which stood on the site of the present church, was burned.

May 30, 1868: The new steamboat *Twilight* made her first trip to Bristol, taking the place of *Pilot Boy*.

November 23, 1868: The old freight house on Pond Street was burned.

July 20, 1869: Wm. K. Kelly's foundry on Wood Street was burned. The wind carried the sparks up Wood Street, setting fire to the roofs of the old Wood Street school house and the old Methodist Church, now Pythian Hall. The fire, however, was quickly extinguished with buckets of water, with but little damage to either building.

November 11, 1870: A locomotive boiler exploded, a part of which was carried over to the schoolyard, injuring the building.

May 9, 1873: Charles Michener was accidentally struck and killed by a bat while playing baseball.

December 11, 1874: The standpipe at the water works was raised into position and a string of American flags was hoisted to the top. On February 1, 1875, the standpipe was filled with water for the first time, and on Feb-

ruary 13, the fire plug on the opposite side of the street was given its first trial.

April 12, 1875: A canal boat loaded with coal for the John A. Warner, broke her lines on account of the very low tide, and slid out into the river, striking the Warner below the water line, breaking a hole in her iron plates and causing the water to rush into her lower cabin. The hole was temporarily stopped with cushions from the seats. The fire company was called out to help pump the water out and with the aid of the boat's engine, kept her from sinking until Philadelphia was reached, where she was hauled out on the dry dock and a patch put on the broken part. She resumed her trips next day.

September 18, 1875: The first hook and ladder truck of America Hose, Hook & Ladder Company, No. 2, was housed with appropriate ceremonies.

January 1, 1876: The Centennial was ushered in at 12 o'clock P. M., with fireworks and ringing of bells.

June 5, 1876: The new steamboat, Columbia, made her initial trip to Bristol.

September 10, 1877: A shock of earthquake was felt in Bristol.

How Otter Street Received Its Name.—Otter Street and Otter Creek derived their name from John Otter, who owned the land on the south side of the creek.

The Bristol Library.—The Bristol Library was organized April 2, 1878, with Rev. Jas. H. Mason Knox, D. D., president; A. Weir Gilkeson, secretary, and Dr. G. W. Adams, treasurer. The library was opened in Washington Hall, with three hundred and twenty-seven volumes, which number has since been increased to several thousand. The library is stationed at present in the old Presbyterian Church building. Miss Esther Lawrence is librarian.

How Radcliffe Street was Named.—It is supposed that Radcliffe Street was originally named after a suburban portion of Bristol, England, known as Redcliffe. The river Severn divides the heights back of the town into

two parts, one of which is called "Clifton Downs," and the other, "Redcliffe." One of the highest suspension bridges in the world connects the two suburbs. It is thought that with the passing of the years, the name Radcliffe superseded that of Redcliffe, the former being a corruption of the latter.

How St. James' P. E. Church Extended the Boundaries of Its Land.—Although it has been generally understood, that Anthony Burton gave to the St. James' P. E. Church the ground embraced within its present boundaries, G. Morris Dorrance is authority for the statement that the part donated to the church by Burton only comprised a strip through the present grounds, upon which the church edifice now stands. The various extensions to the land were purchased by the church, as the deeds in Mr. Dorrance's possession show. At one time it appears to have been the intention of the church to purchase all the land between Wood and Cedar Streets, up as far as Franklin Street, but lack of funds prevented the consummation of the plan. In 1856 the Baptist burial ground in the rear of the present church building was bought and annexed.

More About the de Onis Marriage by Proxy.—During the fashionable watering place period, mention is made of the marriage by proxy of the eldest daughter of Don de Onis, the Spanish Minister, to a Spanish army officer. From the columns of the Bucks County Gazette the following additional information has been obtained:

"The time of the wedding had been fixed to take place at her home here on a set date. About the time the prospective groom was to leave Spain to fulfill his engagement, the government ordered his regiment on duty in active service and he could not be present. Then occurred the strangest wedding ceremony ever performed. It was done by proxy. The like had never been witnessed in this country. The bride's father represented his intended son-in-law and she was represented by his sister in Spain. The marriage took place at high twelve in both countries. Father Hogan, of the Catholic Church in Philadelphia, performed the ceremony in Bristol."

"It was a grand affair and never before were so many grenadiers of Spanish blood in Bristol at one time. Feasting and dancing were kept up till a late hour in the evening. The affair caused much criticism among the ladies in Bristol. Some thought such a marriage would not be legal."

Description of the First Episcopal Church.—A description of the first Episcopal Church, erected in 1712, as given by G. Morris Dorrance, is as follows:

"The building that Burton, Rowland, the De Normandies and others erected was one story high and was com-



FIRST ST. JAMES' P. E. CHURCH.

posed of brick and stone. The nave of the church contained but ten pews. In the walls on either side were two small windows. In the chancel were a communion table, a communion set purchased by the Commissioners of Queen Anne's Bounty and on which were wrought the coat of arms of Anne, and a reading desk. The pulpit was in the rear and underneath it stood the chair of the 'clarke.' The first pew, directly under the reading desk,

was reserved by the grant to the use of Anthony Burton and his heirs and assigns forever. A small spire rose above the nave. In 1739 it was by the vestry 'agreed that ye present church wardens build at the back of ye church between ye north windows, a vestry room eleven feet wide and sixteen feet back, one story high, and ye walls of brick and to build a chimney in the north end and all other conveniences that they may think necessary and to repair ye church windows and shutters and such other things that are needful to be done.' "

The Beginning of the Public School System.—"The "Act" creating the public school system of Pennsylvania, passed the Legislature in 1834. The first board of school directors in Bristol, elected under this act, was in 1835, and the first public school building was erected on Wood Street in 1837.

A Whale in the Delaware.—In the old records it is recorded by Phineas Pemberton, that in 1688 a whale was seen in the Delaware river as far up as the falls.

"Weston" Passes Through Bristol.—From an old citizen we learn that "Weston," the renowned "walker," passed through Bristol in 1861, while on his way to Washington, D. C., to witness the inauguration of President Lincoln. He stopped for a brief period at the Railroad House, then kept by William Early. When he resumed his journey he was met at the canal bridge by Joseph Tomlinson, a well-known resident of Bristol, who was noted for his speed as a walker. Down Otter Street the pair went at a rapid pace, side by side, but when the buttonwood trees at the sand hole were reached, Weston turned to Tomlinson and said: "Well, old man, you are a pretty good walker, but I've got to leave you," whereupon he made a spurt and to the great surprise and mortification of Tomlinson, was soon far in the lead. Tomlinson stopped at the Otter Creek bridge. "Uncle" Josie Tomlinson is remembered today by many of our citizens, and if "Weston" could surpass him in speed as a walker, all agree that he must have been far above the average.

Leasy's Point a Noted Place.—Leasy's Point, mentioned in the early part of this history, was situated on the New Jersey side, at the junction of Assiscunk Creek and the Delaware River, and was a noted place. In 1668, Governor Carteret granted permission to Peter Jegou to take up land there on condition that he would settle and erect a house of entertainment for travelers. This he agreed to do, and at the point he opened the first tavern on the river, a famous hostelry in its day. When Governor Lovelace visited the Delaware in 1672, it will be remembered that Captain Garland was sent forward to Jegou's house to make arrangements for his accommodation, and persons were appointed to meet him there. The governor crossed at this point. George Fox, who visited the Delaware the same year, likewise crossed at Leasy's Point into Pennsylvania and thence continued on to the lower settlements. The house was subsequently called Point House, to which Governor Burnet opened one of his vistas from Burlington Island.

More About the Willis (Buckley) House.—In Davis' History of Bucks County, we find that the old "Willis House," which stood on Radcliffe Street where Halzell's and Nesbit's houses now stand, was once owned by Ennion Williams, a thrifty cooper and baker, and a leader in Falls Meeting, who married Mary Hugg in 1725. It is related of him that while in possession of the Willis House, he set some men at work to dig the foundation for an addition to the dwelling. Hearing the pick of one of them strike a hard substance that did not sound like a stone, he threw the laborers some change and told them to get something to drink. When they returned they saw the print of an iron pot in the earth. He said he had changed his mind about building, and discharged them. After this he rapidly grew wealthy. He subsequently built the front portion to the Willis House, putting in the west end the letters and figures, "E. W., 1735," in blue brick. This house was afterward in the Buckley family, and was used as a bake house for the Continental soldiers while encamped here during the Revolutionary War. It was also to this house that Lafayette was taken after being wounded at the battle of Brandywine.

Showing Dates of Ward Divisions.—Bristol was divided into three wards in 1878. In 1890 the Third Ward was sub-divided and the Fourth Ward was formed from the division above the mill race. The Second Ward was sub-divided in 1905, thus bringing into existence a new ward known as the Fifth, which embraced the land above Lafayette Street to Adam's Hollow Creek, and bounded on the east by the Delaware River and on the west by the canal.

Bristol's Oldest Manufacturer.—Of that coterie of men, who, following the period of the Civil War, aided in the industrial development of Bristol, Ex-Burgess Thomas B. Harkins, is the only one residing here today. Joshua Peirce, to whom Bristol owes much as its industrial pioneer, is now a resident of Tacoma, Washington. Charles E. Scheide is in New York. William H. Grundy, Charles Peirce, James M. Slack, Thomas Hughes, Samuel Appleton, Frederick Nevegold, Joseph Sherman, Francis Fenimore and William Wilson are all deceased. Mr. Harkins started in the foundry business in Bristol in 1871, and is presenting to his friends, this year, 1911, a neat souvenir nickle plated horseshoe, in celebration of the fortieth anniversary of the beginning of his business career.

Bristol's Oldest Citizens.—William H. Booz, of Cedar Street is the oldest native born citizen residing in Bristol, having been born in 1828, and with the exception of one year, has resided here his whole lifetime. Mrs. Margaret Stetler, who resides with her niece, Mrs. Joel Sooy, on Wood Street, is the oldest person in Bristol, being in the ninety-sixth year of her age.

A Reference to the Vanzant Family.—Many persons have noticed the old willow trees, which stand near the lock tender's house in the rear of the Bristol Mills, now occupied by Howard Sigafos, but never dreamed that an interesting piece of history was attached thereto. Back in the early forties of the last century, this house was occupied by the late Abel Vanzant, who was a bank boss

and also had charge of the lock. When his first son, who is now our well-known citizen, Joseph H. Vanzant, was born, the happy father planted a willow tree in honor of the event. Upon the birth of each succeeding child, the father planted another tree, so that the trees which now stand are living reminders of the children of Abel Vanzant.

Mrs. Mary Vanzant, the wife of Abel Vanzant, was a sister to School Director William Booz. Over her grave in the Bristol Cemetery, on a beautiful monument erected by her son, Joseph H. Vanzant, is this very interesting inscription:

"When General Marquis de Lafayette, America's zealous supporter and the esteemed friend of General George Washington, passed through Bristol, September 4, 1824, on his second tour of the United State, the deceased was one of the flower girls who helped to decorate the triumphal arch, under which the general passed, upon his entrance into the town at the old hollow bridge, Radcliffe Street."

Earliest Settlement in Bucks County.—General Davis in his history of Bucks County claims that about 1624-25 the West India Company established a trading house on a small island, called "Vurhulsten Island," after William Vurhulst, director of New Netherlands, near the west shore of the Delaware, just below Trenton Falls, and located upon it three or four families of French Walloons. The post was broken up about 1627, and the Walloons returned to New York, but a small vessel was retained in the river to keep up the fur trade. The island was opposite Morrisville, and the settlement upon it was undoubtedly the earliest in this county and state.

Showing the Origin of the African M. E. Church.—John Price, the well-known barber on Otter Street, in a historical sketch, written several years ago, claims that the Bristol African M. E. Church was organized by Rev. George Longstreth, in the house of Sister Harriet Ward, which house stood between the old mill race and the railroad, north of the Mill Street crossing. Services were

held here regularly for some time, until the congregation outgrew the accommodations, when the meetings were transferred to the old cooper shop at the foot of Wood Street. About this time (1847), Rev. James Ross became the pastor of the little flock and his work was very successful. The church on Pond Street was dedicated by Bishop Brown, and at the same time placed in the Philadelphia District. Subsequently Bristol and Bensalem become one charge. The church removed to its present quarters in 1883, under the pastorate of Rev. Cuff. Bishop Brown also dedicated this new edifice.

Conductor William Bailey and "Bailey's Line."—Back in the days when railroading was in its infancy, there came a man to Bristol, to work in the provision and clothing store of Cone & Tyler, whose name was William Bailey. So closely did Bailey become associated with this period of the town's history, that this work would be incomplete without some reference to his name. After a time he found employment with the railroad, and became the conductor of the "early and late" accommodation line, running between Trenton and Philadelphia. This train, tried as an experiment, soon proved a success. Such an arrangement being long needed, the traveling public generally expressed their thanks and commended the company for the favor. The train was known as "Bailey's Line." Some "wag" composed the following verses and dedicated them to Conductor Bailey:

Long have I known our Yankee friend,
Who now is often heard
Cry "all aboard," then "go ahead,"
"This, this train's the early bird."

He's always in a pleasant mood,
Nor does he trouble dread;
But strives to please his passengers,
Who like the "go ahead."

The people who may ride with him
Need never fear delays,
Because as soon as time is up,
'Tis "go ahead," he says.

Although two mornings in each week,
His train is somewhat late;
But even then he "goes ahead,"
In spite of all the freight.

The company did very well
In making such selection;
For socially, friend Bailey has,
A very wide connection.

"He is a man whom I do like,"
Are words which I hear daily;
And then because he "goes ahead,"
There's many go with Bailey.

Not only is he much beloved,
By mankind not a few;
But he is held in high esteem
By many ladies, too.

"How handy is this early train,"
The masses do exclaim,
And with Conductor Bailey,
There's no room to complain.

National Rivers and Harbors Committee Visits Bristol.

—Saturday, June 3, 1911, was a "big" day in the history of Bristol. It was known that the Rivers and Harbors Committee of the Federal Congress would pass down the river in the afternoon, on their trip from New York to Philadelphia via of the Delaware and Raritan Canal and the Delaware River, for the purpose of viewing the section through which the proposed ship canal should be constructed, which, with the deepening of the Delaware River, will connect New York and Philadelphia. Through the efforts of "The Daily Courier," the committee agreed to stop at Bristol a short time, to permit the town to show its respect and interest in the deeper waterways project. The "M. S. Quay," which carried the Congressional Committee, tied up at the Market Street wharf, where a committee of citizens went on board. Assemblyman Franklin Gilkeson addressed the committee and his welcome was responded to by Congressman Stephen M. Sparkman, of Florida, chairman of the committee. It was not expected that the various members of the committee would speak, but to the surprise of all, Congress-

man G. Hampton Moore, who had planned the trip, turned to the large crowd gathered on the wharf, and after explaining to them the meaning of the trip, said he felt it was only fair that they should meet the members of the committee. Addresses were then made by the following Congressmen, members of the Rivers and Harbors Committee: Judge Geo. W. Taylor, of Alabama; Chas. G. Edwards, of Georgia; J. Edwin Ellerbe, of South Carolina; Daniel A. Driscoll, of New York; W. E. Humphreys, of Washington; Michael Donohoe, of Philadelphia. An address was also made by Joseph E. Ramsdell, president of the National River and Harbors Congress. When the "Quay" left the wharf, it was escorted down the river for a short distance by the boats of the Anchor Yacht Club. The houses along the river were decorated with flags in honor of the occasion, and when the "Quay" came in sight of Bristol, the whistles on all the mills began to blow. The demonstration, informal though it was, made a profound impression upon the members of the Congressional Committee.

More Reminiscences of By-Gone Days.—Back in 1840-50, when the canal trade was at its height, a large store was kept near the lock back of the Bristol Mills, by the Allen Brothers. In the year 1850 it was destroyed by fire, the loss being heavy. Below the Allen store was another, which was operated by Josiah Dilks. Isaac Winder, the father of our well-known townsman, Jacob M. Winder, was a clerk in this store. Back of the property on Mill Street, now occupied by Dr. C. E. King, along the canal basin, was a store kept by John Abernethy. He dealt in old iron and being the only one in that business, the boatmen all knew him and used to call him "Rowby," as a nickname. In an old house at the foot of Mill Street, John Scull opened an oyster saloon. Opposite to Scull's saloon on the site now occupied by Phillip Winter's boat house, was a stone dwelling occupied by Joshua Osmond. At the foot of his yard would often lay fifty or more canal boats loaded with coal awaiting orders. One day a well-known young man with several companions, was playing a game of cards on one

of the canal boats. A row occurred and when the young man's body was found next day, from marks upon his head, he was supposed to have been murdered by being struck by some hard instrument. Great excitement prevailed throughout the town. Several arrests were made, but no incriminating evidence could be found and the matter remains a mystery to this day.

Above Wood Street, along the basin, stood two cooper shops, one of which was operated by William and Robert Sanderson. One of the old cooper shops is still standing, being occupied as a storehouse by Wm. M. Downing. The other cooper shop was used for some time by the colored people, as a place of worship. When their quarterly meeting time arrived, the colored brethren and sisters from all the surrounding country-side would flock into Bristol, and their jubilee hymns could be heard for squares away. Hundreds of the white brethren were also attracted and when the collection hats were passed around, the ministers would give the white brethren to understand that nothing but silver would be accepted. As a result, the offerings were some times exceedingly large. It was in these meetings that the Bristol African Methodist Church enjoyed a period of rapid development. The only living colored person in Bristol today, who was identified with those meetings in the old cooper shop, is Mrs. Henry Blake, the aged servant, now in the employ of Emil Erthal, the Mill Street druggist.

A few recollections of Mill Street during this period may prove interesting reading. The old brick mansion on the south side, near the railroad crossing, now occupied by Maria Barton, was then tenanted by Joseph Warner and later by Jesse W. Knight, and still later by Ellwood Doron. Where Jacob M. Winder now conducts a bottling establishment at the corner of Mill and Pond Streets, was a vacant lot used as a chicken yard by a Mr. Louderbough, who lived in the adjoining residence. Aunt Patty Cooper lived for a time in the house next to Mr. Louderbough and the house now used as a tin store by William Girton, was occupied by Robert Hall, a well-known tailor of that day. Mr. Hall's youngest son, Samuel, was murdered at New Brunswick, where he was employed in a

store, by another boy, who stabbed him in the heart. The boy was found guilty of manslaughter and sentenced to life imprisonment.

Wm. Sanderson, who conducted the cooper shop previously referred to, occupied the store property now used by W. M. Downing and the house adjoining, now the home of Mr. Downing, was occupied by Gilbert Tomlinson, one of Bristol's well-known and respected citizens. Mr. Tomlinson had two sons, Thomas and Collin, and a monument marks the spot where the remains of the former lie buried in St. James' churchyard. Mr. Tomlinson conducted a coal wharf and his offices were in the vicinity of the water works. In the property now occupied by Robert Pearson, lived a man named William Bray, who was a dealer in stoves and had his workshop in the cellar. Next door, where Geo. L. Horn resided for many years, was a bakery conducted by George Vanzant. This was one of the first bakeries in the town and its proprietor built up a large business. Mr. Vanzant had five sons, all of whom are dead. His grandson, Jos. H. Vanzant, is the only surviving member of the Vanzant family.

Next door to the Vanzant home, was another bakery, which sat back from the street. It was conducted by Owen Donnell. On the lot in front were two small dwellings, one occupied by Edward Bernasco, a harness maker, and the other by Jonathan Lovett, a shoemaker. Mr. Bernasco's son now carries on a large harness-making business at Burlington, N. J. The property at the west corner of Mill and Wood Streets, was occupied by the Allen Brothers, dealers in general merchandise. The names of the brothers were George, Goforth and Joseph. On the opposite corner, now occupied by the residence and shoe store of Phillip Winter, was a little frame building occupied by Kinsey Evans, who conducted a stove and tin business. In the rear of this building, near the canal basin, John Holt and Robert Holt carried on the blacksmith business. Adjoining the store of Mr. Evans, was a variety shop kept by a well-known citizen named William Sharp. He was more familiarly known as "Daddy" Sharp. Adjoining his building was the quaint old printing office owned by William Bache, Bristol's pioneer

newspaper man. It was from this shop that "Bache's Index" was issued in 1861. In the old buildings now owned by McMullen Brothers, lived a French shoemaker named Doerer, and Isaac Clemons, who was also a shoemaker.

On the site of the McMullen residence, somewhat to the rear, stood a one-story frame building owned and occupied by Mrs. Patty Crosby. Her grandson, Alfred, was called by the boys, "Fourteen Apple Dumplings Al." It was said that his grandmother once baked fourteen apple dumplings, and Alfred coming home from a long tramp in the country, sat down and devoured them all, hence his nickname, "Fourteen Apple Dumplings Al." The McMullen homestead was erected on the front of the lot by Jacob Hamilton, whose wife carried on the millinery business. The Roper property was occupied by Alexander Sturdevant and family. Mr. Sturdevant had two sons, Elwood and Charles. He was a collector for the Lehigh Coal Company, and his old office has been used since as an office for the marble yard at the foot of Mill Street. The two buildings now owned by Samuel Whitaker, were erected originally as a carpenter shop for John Townsend. The property later came into possession of the Brelsford sisters, who reconstructed the building by turning it into two dwelling houses. They occupied one of the dwellings and Campbell Johnson the other. Later Mr. Johnson moved into the old building adjoining, now owned by Joseph H. Vanzant. This latter building is one of Bristol's old landmarks, having been erected in 1795. It was occupied at one time by Squire Joseph Pennington. The house adjoining stood back from the street and had a beautiful front yard. It was occupied by Wm. Kurtz and later by Wm. Osmond. The brick dwelling owned by Dr. Howard Pursell and now rented by Axel Swain, was built in 1801. It was occupied for many years by Wm. Osmond, who was a baker by trade. A man named William Israel carried on the bottling business in the property occupied by Dr. Pursell. Later a restaurant was kept in the same building by William Jeffries.

The hotel on the adjoining corner, owned by William Silbert, was occupied in 1848 by Louis Hoguet as a drug

store. The Swift family lived in the building next door, now used by Frank Peirce as a barber shop. Mrs. Swift and her daughter, Matilda, were school teachers in the old Wood Street building. Andrew Gilkeson owned the building adjoining and it was here that the late B. F. Gilkeson, Esq., was born. Two frame buildings stood next door, one of which was occupied by Joshua Buckman as a dry goods store. In an ancient dwelling adjoining, was a barber shop conducted by George Barber. Later Robert Patterson occupied it for many years, as a hat and cap store. Where John Stuckert has his law office stood an old dwelling owned by the Harkless family. It later came into possession of John Vanzant and was removed to another site and the present building erected. In the stone building now used as a stove and tin store by Lewis J. Bevan, was a cabinet making shop conducted by Cornelius Costello and a stove and tin store by Wm. Sulgar. The corner property had many tenants among whom was Christopher Riley, who carried on the newspaper business. Crossing over to the other side of the street, we come to the Delaware House, a full account of which is published under a separate heading. John Bessonett was proprietor, and he was succeeded by Lewis Pratt.

In the ancient dwelling at the northwest corner of Mill and Ratcliffe Streets, now occupied by J. Curtis Howell, a dry goods and grocery store was kept by John Bailey. He was succeeded in the business by Nathan Tyler and Morton Walmsley. Adjoining this property on Mill Street were three frame dwellings. John Vanzant conducted a cigar store in the one next to the corner property. Adjoining the cigar store a shoe store was kept by James Jamison and next to Jamison's, John Scull resided and conducted an oyster saloon in the basement. In the winter of 1857 these three houses were destroyed by fire. The old stone house now occupied by the family of the late Wm. P. Wright, was tenanted by Mrs. Lydia Lukens, whose notion store is remembered by many of our citizens today. Later the property was purchased by Joseph Kinsey, who opened a hardware store. In the building now owned by Emil Erthal, Charles Pratt kept a store. Later a restaurant was conducted here by Wil-

liam Jeffries, and still later Charles Pascoe started a shoe store in the building. The corner property now used by Jas. Clark as a jewelry store was then used as a dry goods store by Thomas Callanarn. On the corner now occupied by the Child's building, was an old structure in which Betsy Stackhouse kept a grocery and candy store. Later the store was occupied by Jonathan Milnor, the father of our fellow townsman, C. Wesley Milnor, Taylor & Garwood, Joseph Vanzant and Milton Webster.

The brick house occupied so many years by Dr. E. J. Groom, was the home of Dr. John Phillips and Dr. Loring Peirce. In the building where the Bristol News Agency is now established, and where Claude Harris conducts a fruit store, Symington Phillips lived and adjoining his home a liquor store was kept by Felix Mullison. Next door, Nathan McCorkle carried on the tailoring business and in the adjoining property was a ladies' hoop manufactory conducted by a Mr. Wilkinson. John Shade's bottling establishment was later started here, and it was in this building where Joseph Vanzant started his antique furniture store, which afterward became distinguished as the "Noah's Ark." In the next building, Dr. John Phillips had his office. Adjoining Dr. Phillips' office, the two houses which occupied the site of the present residences of Max Cohen and Miss Ada L. Brown, were built by Joseph and James Foster, in 1852. The next old style brick building in which Townsnd's restaurant is now located, was owned and occupied by Thomas Scott for many years. Later Washington Wilson opened a clothing store in the building. Still later the building was used by Charles Ahlee and Hazel Hibbs as an ice cream and candy manufactory. In the two buildings adjoining, now occupied by S. Levinson and M. Spector, lived John Adams and Robert Booz, the former being the proprietor of a shoe store.

James Brudon kept the leading grocery store in the town, in the building now occupied by the new 5 and 10 cent store. In 1852 Mrs. Hester and Mary Adams kept a notion store in the building now occupied by Groff & Brudon. In the corner property, where is now located the jewelry store of Byram Foster, lived Campbell Johnson, who followed the trade of wheelwright. On the

opposite corner, now occupied by Johnson Brothers, Charles Sulgar conducted a bakery. He was followed by James Foster, who carried on the grocery business, and later by Nathan Roberts, who conducted a flour and feed store. In the building now occupied by Bayles' jewelry store, Joseph Foster was in the same business. Later Mrs. J. M. Brown opened a millinery store in the same place. Joseph Wright opened the first harness-making business in Bristol in the building at present occupied by Strumfels' cigar store. The two adjoining buildings were occupied as a tin store by Charles & Serrill Douglass. Isaac Brown, a colored man, owned the property now in possession of the Singer Brothers. This property was later purchased by John Brelsford. Between this property and the corner store was the old David Swain home. Mr. Swain carried on the business of cabinet maker for many years. The corner property now known as "Bell's Corner," was built and occupied by the firm of Bostwick & Cabeen, which firm conducted the largest dry goods and grocery business in the town.

On the opposite corner the dwelling was occupied for many years by J. Merrick Brown. The Railroad House was kept by Jacob Poole and Wm. Early. Betsy Wright kept a candy shop in the old building adjoining, and in the next building, now owned by John McOwen, Jackson Hibbs ran a grocery store. In an old building which was built directly over the mill race, John Costello conducted a drug store. Across the single railroad track which ran through the town, was a soap factory and adjoining this a wheelwright shop ran by Phillip Blackwood. It was afterward occupied by Jonathan Street as a grocery store. (Contributed by Joseph H. Vanzant.)

Bristol Borough to Purchase Water Works.—Just as the final forms of this work are ready for the press, the stockholders of the Bristol Water Company have agreed to sell their plant to the Borough for the sum of \$112,640. Joseph R. Grundy offers to make up difference between the bond issue (\$100,000) provided for by Town Council, and the purchase price. He also proposes to pay the cost of constructing a new water tower of 150,000 gallons, which involves an additional donation of \$8,000.

BOROUGH OFFICERS.

1720. Burgesses, Joseph Bond, John Hall; High Constable, Thomas Clifford.

1730. Burgesses, John Hall, Nathan Watson; High Constable, John Priestly; Council, John Abram DeNormandie, Ennion Williams, Thomas Marriott, James Higgs, John Elfreth, William Hope.

1731. Burgesses, John Abram DeNormandie, Nathan Watson; High Constable, John Priestly; Council, Thomas Marriott, James Higgs, Ennion Williams, Benjamin Wright, John Elfreth, William Hope.

1732. Burgesses, John Hall, Ennion Williams; Council, John Abraham DeNormandie, Thomas Marriott, Benjamin Wright, James Higgs, William Hope, John Elfreth.

1742. Burgesses, John Abram DeNormandie, John Frohoe; High Constable, John Hutchinson; Council, Joseph Jackson, William Buckley, Thomas Marriott, Ennion Williams, Nicholas Allen, Matthew Keen.

1743-44. Burgesses, John Abraham De Normandie, John Frohoe; High Constable, John Hutchinson; Council, Ennion Williams, Thomas Marriott, Joseph Jackson, John Anthony De Normandie, William Buckley.

1745. Burgesses, John Hall, William Buckley; Council, John Abram DeNormandie, Ennion Williams, Thomas Marriott, Joseph Jackson, William Atkinson, John Frohoe.

1746. Burgesses, John Hall, William Buckley; High Constable, John Priestly; Council, John Abram De Normandie, Ennion Williams, John Frohoe, William Atkinson, John Anthony DeNormandie, William DeNormandie.

1747. Burgesses, William Buckley, Matthias Keen; High Constable, John Priestly; Council, John Abram De-

Normandie, John Hall, Alexander Graydon, Ennion Williams, Thomas Marriott, Joseph Jackson (John Anthony DeNormandie, John Frohoe, Samuel Harker, elected February 29, 1745, to fill vacancies).

1748. Burgesses, William Buckley, John DeNormandie; High Constable, John Priestly; Council, John Abram DeNormandie, Ennion Williams, Alexander Graydon, John Hall, John Frohoe, Samuel Harker, Nicholas Allen, John Hutchinson, Joseph Church.

1749. Burgesses William Buckley, John DeNormandie; Council, Joseph Atkinson, William Large, John Abram DeNormandie, Ennion Williams, Alexander Graydon, Samuel Harker, Nicholas Allen, John Hutchinson, Joseph Church.

1750. Burgesses, William Buckley, William Large; Council, Ennion Williams, John Abram DeNormandie, Alexander Graydon, Joseph Atkinson, Joseph Church, Thomas Marriott.

1751. Burgesses, William Buckley, Joseph Church; High Constable, John Priestly; Council, John Abram DeNormandie, Alexander Graydon, Joseph Atkinson, William Large, Ennion Williams, John Allen, Bernard Duffield, Thomas Marriott, Anthony Murphy.

1752-53. Burgesses, William Buckley, Thomas Marriott; High Constable, John Priestly; Council, Ennion Williams, Alexander Graydon, John A. DeNormandie, Joseph Church, William Large, John Allen, Joseph Atkinson, Thomas Stapler, Ebenezer Robinson.

1754. Burgesses, William Buckley, Thomas Marriott; High Constable, John Priestly; Council, Ennion Williams, Alexander Graydon, John A. DeNormandie, Joseph Church, William Large, John Allen, Joseph Atkinson, Thomas Stapler, Matthew Keen.

1755. Burgesses, John DeNormandie, Joseph Atkinson; High Constable, John Priestly; Council, John Abram DeNormandie, Ennion Williams, Alexander Graydon, William Buckley, Joseph Church, William Large, John Allen, Thomas Marriott, Matthias Keen.

1756. Burgesses, John DeNormandie, Joseph Atkinson; High Constable, John Priestly; Council, John Abram DeNormandie, Ennion Williams, Thomas Stapler, Wil-

liam Buckley, John Hutchinson, William Large, John Allen, Thomas Marriott, Matthias Keen.

1757. Burgesses, William Buckley, Joseph Atkinson; High Constable, John Priestly; Council, Ennion Williams, John Abram DeNormandie, Alexander Graydon, William Large, John Allen, Thomas Marriott, Samuel Woolston, John Hutchinson, Daniel DeNormandie.

1758. Burgesses, John DeNormandie, William Large; High Constable, John Priestly; Council, Ennion Williams, Alexander Graydon, William Buckley, John Hutchinson, John Allen, Daniel DeNormandie, Thomas Marriott, Joseph Atkinson, Burnet Richards.

1759. Burgesses, Ennion Williams, William Large; High Constable, Abraham Bulsford; Council, Alexander Graydon, Thomas Marriott, John Hutchinson, Joseph Atkinson, Burnet Richards, John Priestly, John Allen, John DeNormandie, David Pinkerton.

1760. Burgesses, Hugh Hartshorne, Burnet Richards; High Constable, John Priestly; Council, Ennion Williams, Alexander Graydon, Thomas Marriott, John Hutchinson, Joseph Church, Joseph Atkinson, John Allen, John Green, J. DeNormandie.

1761. Burgesses, John Hall, John Green; High Constable, Samuel Woolson; Council, Ennion Williams, Hugh Hartshorne, John DeNormandie, John Allen, William Large, Joseph Atkinson, Joseph Church.

1762. Burgesses, Hugh Hartshorne, John Priestly; High Constable, Joseph Brown; Council, Ennion Williams, John DeNormandie, John Hall, William McIlvaine, Joseph Atkinson, William Large, Joseph Church.

1763. Burgesses, Hugh Hartshorne, David Pinkerton; High Constable, Joseph Brown; Council, Ennion Williams, John DeNormandie, Joseph Atkinson, Joseph Church, William Large, John Allen, John Priestly.

1764. Burgesses, John Priestly, Joseph Hall; High Constable, Joseph Brown; Council, Ennion Williams, Hugh Hartshorne, Joseph Church, Joseph Atkinson, Jonathan Haight, William McIlvain, John Green.

1765. Burgesses, Phineas Buckley, John Hutchinson; Council, Ennion Williams, Hugh Hartshorne, Joseph

Church, Joseph Atkinson, Jonathan Haight, Joseph Hall, John Green.

1766. Burgesses, Phineas Buckley, John Bessonett; Council, Ennion Williams, Hugh Hartshorne, John De-Normandie, Joseph Atkinson, Jonathan Haight, John Green, John Priestly.

1768-74. Burgesses, Phineas Buckley, John Bessonett; High Constable, Joseph Brown; Council, Ennion Williams, John DeNormandie, Hugh Hartshorne, John Priestly, Joseph Atkinson, John Green, Charles Bessonett. (Green was succeeded by Patterson Hartshorne in 1772, and Priestly by John Hutchinson in 1773.)

1774-75. Burgesses, Phineas Buckley, John Bessonett; Council, Ennion Williams, John Abram DeNormandie, Hugh Hartshorne, Joseph Atkinson, Charles Bessonett, John Hutchinson, William McIlvaine. (Joseph Church succeeded Charles Bessonett in 1775, and John Gosline became High Constable in that year.)

1784-85. Burgesses, Daniel Kennedy, Joseph Clunn; High Constable, Richard Gosline; Council, William McIlvaine, Joseph McIlvaine, Charles Bessonett, Archibald McElroy, John Gosline, John Dowdney, John Priestly. (William Rodman succeeded Priestly in 1785.)

1786. Burgesses, Amos Gregg, Thomas Pearson; High Constable, Richard Gosline; Council, Joseph McIlvaine, Archibald McElroy, John Hutchinson, Timothy Merrick, Job Stackhouse, Joseph Vanschiver, Jonathan Pursell.

1787. Burgesses, Amos Gregg, Thomas Pearson; High Constable, Richard Gosline; Council, John Hutchinson, Charles Bessonett, Robert Merrick, Job Stackhouse, Timothy Merrick, Jonathan Pursell, William Allen.

1788-89. Burgesses, John Hutchinson, Thomas Pearson; High Constable, Timothy Merrick; Council, Samuel Kinsey, Amos Gregg, William McIlvaine, Pearson Mitchell, Job Stackhouse, Jonathan Pursell. (Archibald McElroy succeeded Gregg in 1789.)

1790. Burgesses, John Hutchinson, Joseph Clunn; High Constable, John Murray; Council, William McIlvaine, Archibald McElroy, Pearson Mitchell, Thomas

Pearson, Samuel Kinsey, Timothy Merrick, Jonathan Pursell.

1791. Burgesses, John Hutchinson, Jonathan Pursell; High Constable, John Murray; Council, Archibald McElroy, Joseph Clunn, Thomas Pearson, Pearson Mitchell, Samuel Kinsey, Timothy Merrick, Joseph Minnick.

1792-93. Burgesses, Joseph Minnick, John Gosline; High Constable, John Murray; Council, Archibald McElroy, Charles Bessonett, Thomas Pearson, Timothy Merrick, Samuel Kinsey, Jonathan Pursell, James Harrison. (Joseph Clunn and William Crawford succeeded McElroy and Bessonett in 1793.)

1794. Burgesses, Joseph Minnick, Robert Merrick; Council, Archibald McElroy, Charles Bessonett, George Merrick, Timothy Merrick, Samuel Kinsey, Jonathan Pursell, Job Stackhouse.

1795. Burgesses, Amos Gregg, Richard Trimble; High Constable, Richard Merrick, Jr.; Council, Samuel Kinsey, John Gosline, John Hutchinson, Joseph Clunn, Charles Bessonett, Job Stackhouse, Benjamin Walton.

1796. Burgesses, Joseph P. Minnick, John Gosline; High Constable, Francis Stackhouse; Council, Joseph Clunn, Amos Gregg, Job Stackhouse, Timothy Merrick, Jonathan Pursell, William Crawford, Lewis Howard.

1797. Burgesses, Charles Shoemaker, John Gosline; High Constable, Francis Stackhouse; Council, Joseph Clunn, John Hutchinson, Job Stackhouse, Amos Gregg, Samuel Kinsey, Jonathan Pursell, William Crawford.

1798. Burgesses, Amos Gregg, Joseph P. Minnick; High Constable, Francis Stackhouse; Council, William Crawford, John Hutchinson, Richard Lloyd, James Harrison, James Serrill, Joseph Stackhouse, John Baldwin.

1799. Burgesses, John Gosline, Archibald McElroy; High Constable, Francis Stackhouse; Council, Joseph Clunn, John Hutchinson, Job Stackhouse, Jonathan Pursell, William Crawford, Richard Lloyd, John Hutchinson, Jr.

1802. Burgesses, Samuel Scotton, William Perkins; High Constable, William Crawford; Council, John Gosline, Amos Gregg, Joseph Clunn, Joseph Headley, Jonathan Pursell, James Harrison, John Read.

1803. Burgesses, William Perkins, Samuel Scotton, High Constable John Johnson; Council, Joseph Clunn, Jonathan Pursell, Joseph Headley, Benjamin Swain, William McElhaney, William Crawford, John Reed.

1804. Burgesses, Samuel Scotton, William Perkins; High Constable, John Johnson; Council, Joseph Headley, Benjamin Swain, Joseph Clunn, William McElhaney, William Crawford, Amos Gregg, Job Stackhouse.

1805. Burgesses, Amos Gregg, Henry Disborough; High Constable, Enos Wright; Council, Joseph Clunn, John Reed, William Crawford, Samuel Church, John Patterson, Noah Haines, Joseph Headley.

1806. Burgesses, John Gosline, Henry Disborough; High Constable, Enos Wright; Council, Joseph Clunn, William Crawford, Samuel Scotton, William McIlhany, Benjamin Swain, Joseph Headley, John Patterson.

1807. Burgesses, Amos Gregg, John Reed; High Constable, William Kinsey; Council, Phineas Buckley, Job Stackhouse, Samuel Lounsbury, John White, Samuel Church, Joseph Stackhouse, Stephen Hibbs.

1808-9. Burgesses, Amos Gregg, J. S. Mitchell; High Constable, William Kinsey; Council, Phineas Buckley, Joseph Headley, Job Stackhouse, Ebenezer Headley, Joseph Stackhouse, Jonathan Pursell, William Crawford. (John Reed succeeded Crawford in 1809.)

1810. Burgesses, Amos Gregg, J. S. Mitchell; High Constable, William Kinsey; Council, Phineas Buckley, Samuel Scotton, Jonathan Pursell, Joseph Stackhouse, John Reed, Abraham Warner, Samuel Church.

1811-12. Burgesses, Amos Gregg, Henry Disborough; High Constable, Henry Tomlinson; Council, Joseph Clunn, Phineas Buckley, Jonathan Pursell, John Reed, Samuel Church, Abraham Warner, Samuel Lounsbury. (William Ennis became High Constable in 1812.)

1813. Burgesses, Archibald McElroy, John Bessonet; High Constable, Henry Tomlinson; Council, Joseph Clunn, John Patterson, John White, David Swain, William Crawford, Hugh Tomb, Joseph Vanzant.

1815. Burgesses, Archibald McElroy, John White; High Constable, Abraham Hagerman; Council, Joseph

Clunn, William Crawford, John Patterson, John Bessonett, Benjamin Swain, Isaac Pitcher.

1816-17. Burgesses, Louis Bache, Abraham Warner; High Constable, John H. Merrick (Abraham Hagerman in 1817); Council, Benjamin Swain, Henry Disborough, Isaac Pitcher, Amos Gregg, John Bessonett, John Phillips, John Reed.

1818. Burgesses, Archibald McElroy, William Crawford; High Constable, Charles Snyder; Council, Amos Gregg, Benjamin Swain, John Bessonett, John Reed, Ebenezer Stackhouse, David Swain.

1819. Burgesses, Archibald McElroy, John White; High Constable, John Johnson; Council, John G. Priestly, Isaac Pitcher, Samuel Lewis, Henry Tomlinson, Ebenezer Stackhouse, John Bessonett, Lewis P. Kinsey.

1820. Burgesses, Archibald McElroy, Henry Disborough; High Constable, John T. Brown; Council, Ebenezer Stackhouse, John Bessonett, John Kinsey, Isaac Pitcher, John White, Fincher Hellings, John Johnson.

1821. Burgesses, John Phillips, Benjamin Swain; High Constable, John T. Brown; Council, John Reed, William Crawford, Ebenezer Stackhouse, John Hutchinson, Samuel Allen, Joseph Warner, L. P. Kinsey.

1822. Burgesses, John Phillips, Henry Disborough; High Constable, John T. Brown; Council, Benjamin Swain, Joseph Warner, Samuel Allen, David Dorrance, William F. Swift, Ebenezer Stackhouse, William Crawford.

1823. Burgesses, Joseph Warner, Henry Disborough; High Constable, John T. Brown; Council, William Crawford, Ebenezer Stackhouse, John Hutchinson, Benjamin Swain, Samuel Allen, John Kinsey, Isaac Wilson.

1824. Burgesses, David Dorrance, Joseph M. Downing; High Constable, John T. Brown; Council, David Swain, James Johnson, Robert Cabeen, John Heiss, William F. Swift, John White.

1825. Burgesses, Joseph Warner, Joseph M. Downing; High Constable, William Gale; Council, Ebenezer Stackhouse, Benjamin Swain, Samuel Allen, Robert Cabeen, William F. Swift, John Kinsey, John Bessonett.

1826. Burgesses, Joseph Warner, Joseph M. Down-

ing; High Constable, John Johnson; Council, Ebenezer Stackhouse, Benjamin Swain, William F. Swift, Samuel Allen, Robert Cabeen, John Bessonett, John Kinsey.

1827. Burgesses, Joseph Warner, Joseph M. Downing; High Constable, John Johnson; Council, Robert Cabeen, Samuel Allen, Benjamin Swain, William F. Swift, John Bessonett, John Kinsey, William Laing.

1828. Burgesses, Joseph M. Downing, Benjamin Swain; High Constable, John Johnson; Council, Robert Cabeen, John Bessonett, Samuel Allen, William Laing, John Hutchinson, John Boyd, L. P. Kinsey.

1829. Burgesses, Joseph Warner, Benjamin Swain; High Constable, William Kinsey; Council, Samuel Allen, Robert Cabeen, William Laing, John Hutchinson, John Boyd, L. P. Kinsey, John Bessonett.

1830. Burgesses, Joseph Warner, Joseph M. Downing; High Constable, William Kinsey; Council, John Bessonett, Samuel Allen, Robert Cabeen, William Laing, Robert C. Beatty, Eleazer Fenton, L. P. Kinsey.

1831. Burgesses, Joseph Warner, James Johnson; High Constable, William Kinsey; Council, John Bessonett, Edward Swain, Robert Cabeen, William Hawk, Robert C. Beatty, Eleazer Fenton, L. P. Kinsey.

1832-33. Burgesses, William F. Smith, James Johnson; High Constable, William Kinsey; Council, Robert Cabeen, William Hawk, H. N. Bostwick, Samuel Allen, Edward Swain, James Harrison, John Bessonett.

1834. Burgesses, William F. Swift, James R. Scott; High Constable, William Kinsey; Council, Robert Cabeen, John Bessonett, William Hawk, Samuel Allen, H. N. Bostwick, James Harrison, Edward Swain.

1835. Burgesses, William Hawk, James R. Scott; High Constable, William Killingsworth; Council, Samuel Allen, H. N. Bostwick, Eleazer Fenton, James Harrison, Edward Swain, John Dorrance, William Kinsey.

1836. Burgesses, William Kinsey, Benjamin Brown; High Constable, Timothy Stackhouse; Council, Samuel Allen, James Harrison, Jonathan Adams, John Heiss, David Woodington, Gilbert Tomlinson, Robert Patterson.

1837. Burgesses, William Kinsey, Joseph B. Pen-

nington; High Constable, Lewis P. Kinsey; Council, Samuel Allen, James Brudon, David E. Woodington, Robert Patterson, Joseph F. Warner, William Killingsworth, William F. Swift.

1838. Burgesses, William Hawk, Joseph B. Pennington; High Constable, John Feaster; Council, Charles W. Pierce, Robert Cabeen, Gilbert Tomlinson, John W. Vandegrift, Samuel Allen, John Dorrance, Isaac W. Hall.

1839. Burgesses, William Hawk, Benjamin Blinn; High Constable, Robert Patterson; Council, Samuel Allen, John Dorrance, Robert Cabeen, James Irvine, James Johnson, John Johnson, James Brudon.

1840. Burgesses, Charles Banes, Benjamin Blinn; High Constable, Robert Patterson; Council, James Johnson, John Wright, John Johnson, James Brudon, James Irvine, William Kinsey, Charles Smith.

1841. Burgesses, Charles Banes, Benjamin Blinn; High Constable, Robert Patterson; Council, James Johnson, James Brudon, James Irvine, John Wright, William Kinsey, Andrew W. Gilkeson, James W. Weiss.

1842. Burgesses, William Kinsey, Benjamin Blinn; High Constable, Robert Patterson; Council, Lewis P. Kinsey, Andrew W. Gilkeson, John Dorrance, Benjamin Malone, H. N. Bostwick, Samuel Allen, James Brudon.

1843. Burgesses, William Kinsey, Benjamin Blinn; High Constable, Joseph R. Hellings; Council, Chester Sturdevant, Benjamin Ball, Andrew W. Gilkeson, Lewis P. Kinsey, James Brudon, Benjamin Malone.

1844. Burgesses, William Kinsey, Benjamin Blinn; High Constable, Joseph R. Hellings; Council, James Johnson, Andrew W. Gilkeson, Robert Patterson, John Wright, John Stewart, John K. Holt, Augustus Gerrard.

1845. Burgesses, James Brudon, Benjamin Blinn; High Constable, Charles Titus; Council, Lewis P. Kinsey, John Wright, John K. Holt, Andrew W. Gilkeson, Robert Patterson, Morton Righter, Jackson Gilkeson.

1846. Burgesses, Benjamin Malone, Augustus Gerrard; High Constable, Charles Titus, Council, Andrew W. Gilkeson, William R. Phillips, Lewis P. Kinsey, Anthony Swain, Henry M. Wright, Jackson Gilkeson, James Phillips.

1847. Burgesses, Mahlon G. Hibbs, Augustus Gerard; High Constable, Lemuel Nilly; Council, Andrew W. Gilkeson, Lewis P. Kinsey, John K. Holt, James Brudon, Joseph Wright, Jackson Gilkeson, William Kinsey.

1848. Burgesses, William Hawk, Charles Thompson; High Constable, Lemuel Nilly; Council, Anthony Swain, Samuel Allen, John Eastburn, William H. White, Louis A. Hoguet, George C. Johnson, Alexander Morrison.

1849. Burgesses, Isaac Van Horn, Robert Patterson; High Constable, Charles Titus; Council, James Brudon, Andrew W. Gilkeson, John Wright, John Davis, John K. Holt, Lewis P. Kinsey, William Earley.

1850. Burgesses, Daniel P. Forst, William H. White; High Constable, Chilion W. Higgs; Council, John Dorrance, William M. Downing, William Killingsworth, John W. Bray, Robert Booz, James Rue, Albert L. Packer.

1851. Burgess, Daniel P. Forst; High Constable, James Phillips; Council, John Dorrance, John W. Bray, William M. Downing, Robert Booz, William Killingsworth, James Rue, A. L. Packer, William H. White, L. A. Hoguet.

1852. Burgess, William Kinsey; High Constable, Giles S. Winder; Council, William Bache, John W. Bray, William M. Downing, Edmund Lawrence, James Rue, Daniel Street, William H. White, Henry M. Wright, Joseph Wright.

1853. Burgess, William Kinsey; High Constable, Giles S. Winder; Council, Valentine Booz, Jesse W. Knight, James W. Martin, Henry M. Wright, William Bache, Edmund Lawrence, Daniel Street, John S. Kinsey, John S. Brelsford.

1854. Burgess, William Kinsey; High Constable, Giles S. Winder; Council, Samuel Allen, Valentine Booz, Jesse Wright, William M. Downing, W. H. White, John Vanzant, A. L. Packer, J. S. Brelsford, L. P. Kinsey.

1855. Burgess, Daniel P. Forst; High Constable, Robert Sanderson; Council, James Rue, William Bache, W. H. White, Joseph S. Pierce, John Davis, John M. Brown, Charles W. Pierce, Jr., Nathan Taylor, Henry M. Wright.

1856. Burgess, Albert L. Packer; High Constable, Giles S. Winder; Council, William M. Downing, Valentine Booz, James Brudon, John S. Brelsford, Christian Sulger, John Vanzant, Nathan Gaskell, Thomas B. Bailey, Lewis M. Wharton.

1857. Burgess, A. L. Packer; High Constable, John H. Smith; Council, William M. Downing, Valentine Booz, John Vanzant, James Brudon, Nathan Gaskell, Thomas B. Bailey, John S. Brelsford, Christian Sulger, Lewis M. Wharton.

1858. Burgess, A. L. Packer; High Constable, William Fine; Council, Valentine Booz, James Brudon, Jacob McBrien, William K. Evans, A. J. Hibbs, L. M. Wharton, David Michener, H. L. Strong, John Dorrance.

1859. Burgess, A. L. Packer; High Constable, Samuel Winder; Council, John Dorrance, James Brudon, Jacob McBrien, H. L. Strong, William K. Evans, David Michener, Thomas B. Bailey, William H. White, Lewis M. Wharton.

1860. Burgess, A. L. Packer; High Constable, Samuel Winder; Council, John Dorrance, James Brudon, Jacob McBrien, James W. Martin, John S. Brelsford, Joseph M. Disborough, Robert Brooks, A. J. Hibbs, William K. Evans.

1861. Burgess, James Brudon; High Constable, William D. Fenton; Council, James W. Martin, Henry M. Wright, William H. White, William B. Baker, John W. Bailey, Ellwood Doron, John D. Mendenhall, Jacob McBrien, Lewis M. Wharton.

1862. Burgess, Robert Patterson; High Constable, John Taylor; Council, Jacob McBrien, Ellwood Doron, William H. White, John W. Bailey, Wesley M. Lee, Thomas B. Bailey, Charles G. Stout, William B. Baker, Lewis M. Wharton.

1863. Burgess, Robert Patterson; High Constable, John Taylor; Council, Ellwood Doron, Jacob McBrien, Nathaniel Brodnax, James Brudon, Robert W. Brooks, Lewis M. Wharton, Charles G. Stout, William A. Stewart, Wesley M. Lee, Timothy Stackhouse.

1864. Burgess, Robert Patterson; High Constable, John Taylor; Council, Thomas Scott, William Hawk,

Timothy Stackhouse, William B. Baker, William H. White, Wesley M. Lee, Ellwood Doron, Nathaniel Brodnex, James Brudon, Robert W. Brooks.

1865. Burgess, Robert Patterson; High Constable, Anthony D. Minster; Council, Robert W. Brooks, John W. Bailey, James Foster, John Taylor, Ellwood Doron, William B. Baker, Thomas Scott, W. W. White, T. Stackhouse, William Hawk.

1866. Burgess, Robert Patterson; High Constable, John Taylor; Council, Robert W. Brooks, James V. Foster, John W. Bailey, John Taylor, Ellwood Doron, James Brudon, Thomas Scott, Charles C. Douglass, Nathaniel Brodnax, T. Stackhouse.

1867. Burgess, Ellwood Doron; High Constable, Reuben Pedrick; Council, Dr. L. V. Rosseau, Dr. E. J. Groom, James W. Martin, Henry A. Bailey, J. Wesley Wright, James Brudon, Thomas Scott, Charles C. Douglass, Nathaniel Brodnax, T. Stackhouse.

1868. Burgess, Ellwood Doron; High Constable, John A. Worrell; Council, Allen D. Garwood, Robert W. Brooks, James Brudon, Thomas B. Bailey, Charles C. Douglass, L. V. Rosseau, E. J. Groom, James W. Martin, Henry A. Bailey, J. Wesley Wright.

1869. Burgess, Ellwood Doron; Council, John R. Green, Charles Pierce, Joseph Bailey, S. V. Rosseau, E. J. Groom, Charles C. Douglass, Allen D. Garwood, Robert W. Brooks, James Brudon, Thomas B. Bailey.

1870. Burgess, Ellwood Doron; Council, John W. Bailey, William H. White, Gilbert Green, John Taylor, J. Wesley Wright, John R. Green, Charles Pierce, Joseph Bailey, S. V. Rosseau, E. J. Groom.

1871. Burgess, Symington Phillips; Council, Samuel Pike, Morton Walmesley, Charles Pierce, Joseph Bailey, James Brudon, John W. Bailey, W. H. White, Gilbert Green, John Taylor, J. Wesley Wright.

1872. Burgess, Symington Phillips; Council, Albert L. Packer, I. S. Tomlinson, W. B. Baker, William Jones, J. Wesley Wright, Samuel Pike, Morton Walmesley, Charles Pierce, Joseph Bailey, James Brudon.

1873. Burgess, Charles E. Scott; Council, S. S. Rue, C. W. Pierce, James M. Slack, David Stackhouse, Samuel

Pike, A. L. Packer, I. S. Tomlinson, W. B. Baker, William Jones, J. Wesley Wright.

1874. Burgess, Charles E. Scott; Council, Morton A. Walmesley, A. L. Packer, Henry M. Wright, L. A. Hoguet, J. Wesley Wright, S. S. Rue, C. W. Pierce, J. M. Slack, Samuel Pike, David Stackhouse.

1875. Burgess, Charles E. Scott; Council, Charles W. Pierce, James M. Slack, Samuel Pike, S. S. Rue, Jonathan Wright, J. Wesley Wright, Henry M. Wright, L. A. Hoguet, A. L. Packer, Morton A. Walmesley.

1876. Burgess, Charles E. Scott; Council, H. M. Wright, J. Wesley Wright, Charles York, Allen L. Garwood, Symington Phillips, C. W. Pierce, J. M. Slack, Samuel Pike, S. S. Rue, Jonathan Wright.

1877. Burgess, James M. Slack; Council, H. M. Wright, Symington Phillips, A. L. Garwood, C. York, W. H. Booz, William Louderbough, Thomas B. Harkins, C. W. Pierce, S. S. Rue, J. W. Wright.

1878. Burgess, James M. Slack; Council, C. W. Pierce, Symington Phillips, W. H. Booz, Charles York, Charles Scheide, S. S. Rue, H. M. Wright, Thomas B. Harkins, Charles Fenton, J. W. Wright.

1879. Burgess, Allen L. Garwood; Council, L. A. Hoguet, W. H. Booz, R. W. Holt, C. W. Pierce, Jr., T. B. Harkins, Henry Sutch, C. H. Fenton, Symington Phillips, C. E. Scheide, H. M. Wright, J. W. Wright.

1880. Burgess, Allen L. Garwood; Council, Charles E. Scheide, William H. Grundy, John S. Brelsford, James Wright, W. Taylor Potts, Michael Dougherty, L. A. Hoguet, W. H. Booz, R. W. Holt, C. W. Pierce, Jr., T. B. Harkins, Henry Sutch.

1881. Burgess, J. Wesley Wright; Council, John S. Brelsford, W. H. Booz, M. Dougherty, William H. Grundy, R. W. Holt, L. A. Hoguet, William J. Jones, W. Taylor Potts, C. W. Pierce, Henry Rue, Charles E. Scheide, James Wright.

1882. Burgess, J. Wesley Wright; Council, John Burton, W. H. Booz, Nelson Green, R. W. Holt, L. A. Hoguet, William J. Jones, James Lyndall, C. W. Pierce, Henry Rue, William Tabram, James Warden, James Wright.

1883. Burgess, J. Wesley Wright; Council, Nelson

Green, A. Hoeding, A. K. Joyce, James Lyndall, C. N. Pierce, G. A. Shoemaker, Joseph Sherman, William Tabram, James Warden, Jacob M. Winder, James Wright, John Burton.

1884. Burgess, J. Wesley Wright; Council, G. A. Shoemaker, C. N. Pierce, A. K. Joyce, Joseph Sherman, A. Hoeding, J. M. Winder, James Wright, Nelson Green, W. S. Daniels, William Tabram, Thomas B. Harkins, A. Loechner.

1885. Burgess, William H. Grundy; Council, Francis Fenimore, A. K. Joyce, C. N. Pierce, G. A. Shoemaker, C. H. Hoeding, R. W. Holt, James Wright, Nelson Green, W. Daniels, William Tabram, T. B. Harkins, A. Loechner.

1886. Burgess, William H. Grundy; Council, W. S. Daniels, F. N. Booz, A. L. Garwood, R. S. Buseman, A. Loechner, James Wright, Francis Fenimore, A. K. Joyce, C. N. Pierce, G. A. Shoemaker, C. H. Hoeding, R. W. Holt.

1887. Burgess, William H. Grundy; Council, Francis Fenimore, A. K. Joyce, G. A. Shoemaker, C. H. Brudon, Henry Rue, S. W. Black, W. S. Daniels, F. N. Booz, A. L. Garwood, R. S. Buseman, A. Loechner, James Wright.

1888. Burgess, William H. Grundy; Council, George A. Shoemaker, A. K. Joyce, Samuel Black, Francis Fenimore, John Lumm, Harry Rue, Wm. R. Bailey, S. J. Sterling, C. F. Brudon, J. M. Callanan, James Wright, John F. Riley.

1889. Burgess, Wm. P. Wright; Council, James Wright, J. M. Callanan, R. A. Porter, W. B. Baker, Henry Rue, A. K. Joyce, Peter Deihl, Wm. R. Bailey, Samuel Sterling, C. F. Brudon, John Lumm, John F. Riley.

1890. Burgess, Wm. P. Wright; Council, James Wright, W. B. Baker, Peter Deihl, A. K. Joyce, Henry Rue, R. A. Porter, Anthony Bell, E. J. McCue, Robert Clark, J. T. Whitely, J. H. Kelly, G. L. Horn, Charles Strumfels, Lewis Spring, C. F. Brudon.

1891. Burgess, Francis Fenimore; Council, James Wright, Anthony Bell, Robert Clark, J. N. DeGroot, Joseph R. Grundy, Frank Green, G. L. Horn, J. H. Kelly,

Patrick Lyden, John C. Maule, E. J. McCue, G. W. Strausser, Lewis Spring, Charles Strumfels, J. T. Whitely, Samuel Scott.

1892. Burgess, Francis Fenimore; Council, Robert Clark, J. N. DeGroot, Joseph R. Grundy, Frank Green, J. H. Kelly, Patrick Lyden, John C. Maule, G. W. Strausser, Samuel Scott, Lewis Spring, J. T. Whitely, James Wright, Peter Curran, Patrick McFadden, E. G. Smith, Dr. W. P. Weaver.

1893. Burgess, Thos. B. Harkins; Council, Robert Clark, R. T. Fetrow, Joseph R. Grundy, J. H. Kelly, John C. Maule, Wm. Robinson, G. W. Strausser, E. G. Smith, Lewis Spring, Samuel Scott, Dr. W. P. Weaver, John T. Whitely, James Wright, E. M. Wood, Patrick McFadden, Peter Curran.

1894. Burgess, Thos. B. Harkins; Council, James Wright, Robert Clark, R. T. Fetrow, Joseph R. Grundy, J. H. Kelly, John C. Maule, J. R. Pearson, Wm. Robinson, Edward Roche, G. W. Strausser, E. G. Smith, Lewis Spring, Samuel Scott, J. T. Whitely, James Wright, E. M. Wood.

1895. Burgess, R. T. Buseman; Council, B. C. Foster, Robert Clark, Samuel Milnor, Mahlon H. Moss, James McCarry, Wm. Robinson, Edward Roche, W. F. Scull, E. G. Smith, Lewis Spring, Samuel Scott, D. W. Willingmyre, Dr. W. P. Weaver, J. T. Whitely, James Wright, J. R. Pearson.

1896. Burgess, R. T. Buseman; Council, B. C. Foster, P. R. Deihl, Owen Evans, R. T. Fetrow, Samuel Milnor, M. H. Moss, James McCarry, W. F. Scull, E. G. Smith, Samuel Scott, J. T. Whitely, James Wright, Edward Roche, John V. Kelly, A. K. Joyce, Wm. Robinson.

1897. Burgess, Benjamin S. Johnson; Council, Owen Evans, A. K. Joyce, R. T. Fetrow, John V. Kelly, Samuel Milnor, Edward Roche, W. F. Scull, E. G. Smith, Samuel Scott, J. T. Whitely, James Wright, Thomas Scott, Dennis A. Dugan, M. A. McCarry, Jr., Fred F. Collier, Fred Byers.

1898. Burgess, Benjamin S. Johnson; Council, W. F. Scull, Wm. W. Allen, D. A. Dugan, Owen Evans, Frank Flum, John V. Kelly, Samuel Milnor, Fred Byers, Maur-

ice McCue, M. A. McCarry, Jr., Alfred Pearson, H. H. H. Poole, Samuel Scott, Thomas Scott, L. C. Wettling, James Wright.

1899. Burgess, Benjamin S. Johnson; Council, W. F. Scull, W. W. Allen, J. B. Appleton, W. H. Butler, F. T. Byers, J. A. Callahan, E. F. Ennis, W. K. Fine, Frank Flum, C. M. Guyon, E. A. Jeffries, Maurice McCue, Alfred Pearson, H. H. H. Poole, James Wright, John V. Kelly.

1900. Burgess, Edward L. Leigh; Council, W. F. Scull, W. W. Allen, J. B. Appleton, W. H. Butler, E. F. Ennis, W. K. Fine, C. M. Guyon, J. B. Headley, E. A. Jeffries, M. Larrisey, T. J. McGinnis, G. A. Rathke, H. H. H. Poole, Albert Rothenberger, James Wright, J. A. Callahan.

1901. Burgess, Edward L. Leigh; Council, W. F. Scull, W. W. Allen, W. H. Butler, J. A. Callahan, W. K. Fine, J. V. Headley, Edward Hoeding, M. Larrisey, J. M. Owens, H. H. H. Poole, G. A. Rathke, A. Rothenberger, Edmund Spearing, James Wright, James Coyle, T. J. McGinnis.

1902. Burgess, Edward L. Leigh; Council, W. F. Scull, W. H. Butler, J. A. Callahan, James Coyle, J. N. DeGroot, W. K. Fine, J. P. Gallagher, Edward Hoeding, E. McDonald, James Moore, J. M. Owens, H. H. H. Poole, G. A. Rathke, Edmund Spearing, James Wright, W. A. Girton.

1903. Burgess, Dr. J. de B. Abbott; Council, J. H. Brooks, G. W. Buckley, J. J. Dugan, J. N. DeGroot, P. J. Dougherty, W. K. Fine, Frank Flum, W. A. Girton, J. P. Gallagher, Edward Hoeding, E. McDonald, James Moore, J. M. Owens, H. H. H. Poole, G. A. Rathke, James Wright.

1904. Burgess, Dr. J. de B. Abbott; Council, J. M. Owens, G. W. Buckley, P. J. Dougherty, W. K. Fine, Frank Flum, W. A. Girton, Edward Hoeding, T. Hoffman, W. K. Highland, James Moore, H. H. H. Poole, Albert Pepper, G. A. Rathke, James Sackville, James Wright, J. J. Dugan.

1905. Burgess, Dr. J. de B. Abbott; Council, J. M. Owens, G. W. Buckley, C. L. Anderson, P. J. Dougherty,

W. K. Highland, W. K. Fine, M. J. Fallon, Joseph R. Grundy, W. A. Girton, Thos. Hoffman, W. L. Johnson, J. B. Keating, James Moore, H. H. H. Poole, G. A. Rathke, James Sackville, Lewis Spring, James Wright, G. L. Williams, Dr. A. S. Wilson.

1906. Burgess, William K. Highland; Council, C. L. Anderson, G. W. Buckley, P. J. Dougherty, J. Dever, W. K. Fine, M. J. Fallon, Joseph R. Grundy, Edward Hoeding, W. L. Johnson, J. B. Keating, J. J. Kilcoyne, J. B. McGee, J. M. Owen, G. A. Rathke, G. W. Strauser, Lewis Spring, James Wright, G. L. Williams, Dr. A. S. Wilson, Abram Wilson.

1907. Burgess, William K. Highland; Council, J. M. Owen, J. de B. Abbott, P. J. Dougherty, James Wright, G. L. Williams, C. L. Anderson, J. J. Kilcoyne, M. J. Fallon, J. R. Grundy, G. A. Rathke, Lewis Spring, Dr. A. S. Wilson, G. W. Strauser, Edward Hoeding, W. K. Fine, A. B. Wilson, C. E. Kelly, M. J. Sweeney, J. B. McGee, G. W. Buckley.

1908. Burgess, William K. Highland; Council, J. M. Owen, C. L. Anderson, Geo. W. Buckley, P. J. Dougherty, M. J. Fallon, J. R. Grundy, Edward Hoeding, Thos. S. Harper, C. E. Kelly, J. J. Kilcoyne, J. B. McGee, Gustav A. Rathke, G. W. Strauser, Lewis Spring, M. J. Sweeney, James Wright, G. L. Williams, A. B. Wilson, Peter McNelis, W. K. Fine.

1909. Burgess, H. E. Ancker; Council, J. M. Owen, J. de B. Abbott, G. W. Buckley, P. J. Dougherty, W. K. Fine, Edward Hoeding, R. B. King, C. G. Young, J. J. Kilcoyne, W. I. Murphy, Peter McNelis, G. A. Rathke, G. W. Strauser, Lewis Spring, James Wright, G. L. Williams, A. B. Wilson, J. R. Grundy, Dr. A. S. Wilson, M. J. Fallon.

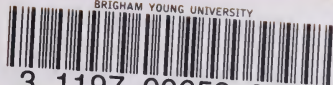
1910. H. E. Ancker, Burgess; Council, J. M. Owen, J. de B. Abbott, G. W. Buckley, James Wright, G. L. Williams, J. J. Kilcoyne, T. E. Hoffman, J. R. Grundy, G. A. Rathke, Dr. A. S. Wilson, Lewis Spring, G. W. Strauser, W. K. Fine, M. J. Fallon, Edward Hoeding, R. B. King, C. G. Young, A. B. Wilson, P. J. Dougherty, Dennis J. Mulligan.

1911. Owing to the passage of a new election law by the State Legislature, which has done away with the Spring elections and provided for but one election in each year, to be held in November, at which time all officers, whether of the Nation, State, County or Borough, shall be elected, all Borough officers holding office at the time the new act went into effect, whose terms expired in 1911, have had their terms extended to 1912. In consequence of this, the list of borough officers for 1911 will be the same as 1910.





BRIGHAM YOUNG UNIVERSITY



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DATE DUE

MAY 27 1982		
JUN 10 1982		
JUN 26 1987		
JUN 15 1987		

